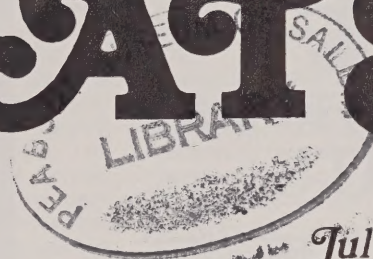


Twice a Month!



messing about in BOATS



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messing about in BOATS

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Our Next Issue...

Will include the following re-
ports: A wooden boat show and
rowing/paddling race on New Eng-
land's "west coast" on Lake Cham-
plain; launching of a "no compro-
mise" canoe yawl, Dave Gerr's MA-
DRIGAL; the mad, mad Mattapoissett
River Race; an afternoon sailing on
ANDRO ZEE, Walter Sargent's farm
built scow sloop; a brief visit with
Dynamite Payson; a good \$10 boat
(in 1878); conclusion of building
Bolger's GYPSY; more if room per-
mits.

On the Cover...

This rather bizarre way of
propelling a canoe is "poling" and
it is more practical than it may ap-
pear to be. We found out a lot a-
bout canoeing at L.L. Bean's Canoe
Symposium and have a full report
on it in this issue.

Commentary

**BOB
HICKS**



Just what is a "Canoe"?

A-Row-Bic folks in Woonsocket, RI,
are marketing an inexpensive rig
of similar concept but of rather
less elegance. Row your canoe.

What intrigued me at this Ca-
noe Symposium was the infiltration
of these novelties, for canoeists
strike me as a group rather totally
dedicated to their craft and not
much interested in those "other"
sorts of boats. Many of my sea
kayaking acquaintances have a simi-
lar narrow cast to their boating.
Within a narrowly defined form of
boating, such as canoeing, there
are, of course, differences of opi-
nion about, and intolerances be-
tween, various sub-cultures, "free
form", "expedition", "white water",
"racing", "poling", "sailing", "tra-
ditional", "strippers", even (gasp)
"aluminum". But they all are still
"canoeing", although I get the
feeling that the "sailing" canoeists
are those furthest out towards the
edge of the fold. Their boats are
not "paddle powered" (or even hu-
man powered, something the poler
still conforms to). Sort of a "what
are THEY doing here?" question
hangs lightly in the air. But now
OARS!

Canoeing has a unique aspect
that the "real" canoeist probably
doesn't care much to notice. It's a
form a boating practiced by enor-
mous numbers of people who don't
even think of it as a boat. They
buy one from the sporting goods
store or discount department store
for \$359, made of green plastic,
with aluminum tubing seat frames
and fittings, complete with a pair
of \$4.95 paddles, and use it in
summer on the pond. Or others get
an aluminum "wheelbarrow" for
lugging their fishing gear out to
the fishing holes, with a little
outboard on the stern. These people
do not debate the merits of straight
shaft or bent shaft paddles, or of
hull forms or materials (just give
them that good old "trouble-free"
plastic or aluminum), nor do they
know there are actually correct
"strokes" to use.

It's a long, long way from
Mike Galt and his rhapsodizing a-
bout "free form" paddling with his
\$185 paddles and lovely, exotic ca-
noes to the summer Sunday paddler
in his Coleman with \$4.95 plastic
paddle. The latter hasn't any idea
that people like Galt even exist. In
fact, this "canoeist" doesn't even
think of his canoe as a boat. It is
a canoe. And this must make those
who love canoes wince.

When I happened across the
boat pictured at the Bean Canoe
Symposium, I thought, "aha, a kay-
ak has snuck in here!" Wrong, it's
a canoe. Looks a lot like a kayak,
decking, cockpit, low seating posi-
tion. But it's a Mad River canoe, a
"Monarch" I think. A fellow named
Verlin Krueger, who is something
of a folk hero to adventure minded
canoeists today for his 28,000 mile
canoeing trip all around and
through and back and forth over
the U.S.A., used this sort of ca-
noe. I guess he used a single ca-
noe paddle so it's a canoe.

What this illustrates to me is
the ongoing blending of various
distinct types of small boats ever
more intimately with one another.
Another example at hand in Bridge-
ton was the small double paddle
decked canoes, "Rob Roy" sort of
thing. Again, seating on the bot-
tom, decking, oval cockpit. Much
like a kayak. But they are canoes.
Double paddles and all.

The sailing canoes there cer-
tainly were distinctly canoes in
terms of hull appearance, but they
no longer function as human pow-
ered craft (unless the rigs with
leeboards and rudders are all taken
out) but much like rather narrow,
tender small sailboats. Still ca-
noes, however. Not on hand were
the exotic International 10 Square
Meter sailing canoes, these don't
even remotely look like canoes, but
more like surfboards with foredecks
and sliding outrigger seating. Not
to even discuss here the Ches-
apeake Bay Log Canoes...

During the course of the Bean
occasion, a rather nice stripper ca-
noe (obviously a canoe hull) was
on the lake with long, slender
OARS propelling it. A Piantadosi
Row Wing rig had been dropped
right into it and now we have a
canoe that one rows. The

Registry of Projects

Reader Ralph Kimball's suggestion in the June 1st issue that we start, and periodically publish, a "Registry of Projects" from interested readers is attracting interest. Those who are listing their projects here are available for advice, discussion, relevant help on the boat projects they undertook, to any reader contemplating, or engaged in, similar projects. Facilitating direct communication between readers involved in similar projects is intended.

NUTSHELL PRAM. Ralph Kimball, 55 Maple St., Paxton, MA 01612, has built this boat from *WOODEN BOAT* magazine plans.

SNOWSHOE CANOE. Fred Moller, Old Fitzwilliam Rd., Jaffrey, NH 03452, (603) 532-7635, was close to completion of this boat in June and offers encouragement to anyone planning to build one. He made some minor modifications but says that Platt Monfort's plans were excellent.

BOBCAT CATBOAT. Ralph Ellis, Rt. 87, #384, Columbia, CT 06237, (203) 228-3178 eves, was building this Dynamite Payson/Phil Bolger design in June, a 12' x 6' tape and glue catboat resembling the Beetle Cat in overall scale.

VITA DINGHY, CAPE COD FROSTY, CLARK CRAFT PRAM. John Grzywinski, 62 Missal Ave., Bristol, CT 06010, (203) 582-1759, has built these three boats.

WISCASSET DINGHIES. Tom Doane and Mark Silverman, 9 Farley Ave., Ipswich, MA 01938, have a pair of these McKie W. Roth design sailing dinghies about ready for summer sailing on Plum Island Sound. They hope to develop a "class" there for informal racing.

GLEN L 15 SLOOP. David Wilde, Karme-Choling, Barnet, VT 058211, is engaged in this first boat project inland in Vermont, 2 hours from Lake Champlain.

BRICK, TEAL, GLOUCESTER DORY. Larry Pritchett, P.O. Box 126, Rockland, ME 04841, (207) 594-8806, has built these three Bolger design, Payson and LaRowe boats.

NUTSHELL PRAM. Dan Leininger, 420 Warley St., Melville, Newport, RI 02840, (401) 683-3291, is another who has built this *WOODEN BOAT* magazine boat.

If you have built, or are building (or restoring) a boat and wish to share your experience with others who may undertake a similar project, send us a brief note about it and we'll put you into this register. Once established, the Register will run at least every other issue for reader reference. Send to: *BOATS*, 29 Burley St., Wenham, MA 01984.



A \$1,000 Oar

The Traditional Small Craft Club at the Peabody Museum in Salem, MA, raised over \$1,000 for the Atlantic Challenge Campaign in late Spring, and at the June 5th meeting, Marty King of the Rockport Apprenticeshop, builder of the two French gigs, presented the group with the "oar" offered to any person or group making a contribution in excess of \$1,000. Donations in

any amount from persons or groups who believe in the values this program will promote in developing recreational rowing of traditional craft are welcomed. Send your check payable to Atlantic Challenge to them at P.O. Box 539, Rockport, ME 04856. If you have a major contribution in mind, contact them for particulars on such things as the "oar" offer at (207) 236-6071.



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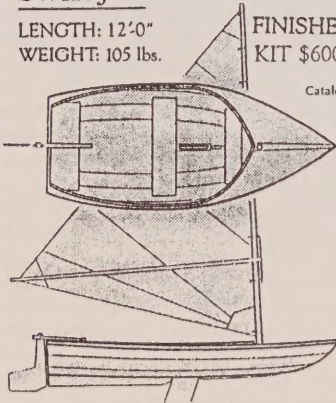
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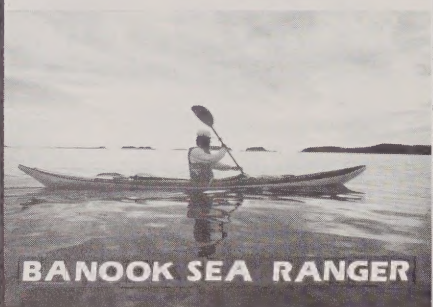
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The Performance of my SPRITE

When I evaluate the two sea kayaks I own, there are important factors I consider as I compare these sea kayaks. I own a SPRITE, manufactured by Mariner Kayaks of Seattle, WA, and a Greenland style kayak designed and built for me by Don Betts of Brooklyn, NY. When I compare kayaks I cannot fairly judge them unless I paddle in sea conditions which I expect to encounter during my normal use. One highly critical factor to consider is the season(s) in which I plan to paddle each kayak.

During warm weather months I paddle my SPRITE, which is quite different in character from my Greenland kayak, which I prefer to use in winter ice conditions. I like to paddle year round without involving unnecessary risk.

The SPRITE provides the pleasures of speed, tracking, maneuverability and stability that comes from the rounded hard-chine hull shape. But the SPRITE has some rocker and steeper deadrise in the bow and stern which help its tracking, but has no stability at all when run up onto winter ice. Again in warmer times, the SPRITE responds nicely to most waves but is sensitive to currents, especially whirlpools. In a rip created by the clash of opposing currents, the SPRITE will lie broadside to these meeting currents and it requires some decisive paddle strokes to overpower this.

I think the deep "V" of the keel in the stem and stern, despite the bow end rocker, is probably the cause of this sensitivity to currents. The much greater sheer of the Greenland hull is much less sensitive to currents and in winter rides up onto the ice retaining most of its stability.

Surfing in the SPRITE is a delight. The aft placement of the cockpit and the flattish bottom section amidships, along with the sliding seat which permits shifting body weight, contributes to this ability. The bow cuts through chop instead of slamming and above the waterline the flared sides provide reserve buoyancy to lift the bow

instead of burying it. The stern section has similar lines to deal with following waves. The SPRITE is very pleasant to control when dealing with waves as a result.

The broad flat bottom amidships draws very little water and makes the SPRITE a very pleasant salt marsh boat. I enjoy visiting remote areas of estuaries in this boat. I caught a flood tide on Memorial Day and penetrated into the fascinating marsh areas where the salt and fresh water boundaries are, places impossible to reach by any other non-destructive means. Here I encounter a racoon gathering shellfish, a great blue heron stalking prey, a pair of horseshoe crabs looking for a nesting site, some wild asparagus. Only when I choose to pick the asparagus or some berries, or check out an old dam, will I abandon my SPRITE.

Portaging adds so much flexibility to my kayaking. Here, near Stony Creek where I live, I paddled deep into a marsh, then portaged across Hoadly Neck, across a road, paddled down a mosquito control ditch just wide enough for my hull, ran out of water and portaged again across a beach to arrive in Little Harbor. All this just to satisfy my curiosity. Then it was off into Long Island Sound amongst the sailboats in a nice breeze.

Once again out among the waves I cannot resist experimenting with my SPRITE. There is an endless variety of waves around the Thimble Islands where I can test the SPRITE's behaviour against my bodily reactions to all sorts of wave motions. The stability of the hull relieves me of concern about going for an unintentional swim at any moment. I like to compare the relaxed automatic neurophysical responses I make while staring at the horizon with my more rigid manipulation of response to special, more demanding, wave conditions. My SPRITE enables me to develop and improve upon those more relaxed and natural responses on these summer seas.

Report by Gail Ferris

Bill Zeller (right) checks out one of Mike Galt's \$185 paddles.

Canoe Symposium '86

Report & Photos by Bob Hicks



"That's a \$185 paddle", one man said to another as they examined this object at the water's edge on Moose Pond in Bridgeton, ME. It was mid-June and about 200 canoeists had gathered here at Camp Winona for L.L. Bean's first Canoe Symposium. Amidst the tall pines and rustic log slab buildings and tent platforms, workshops went on for two days on many facets of the canoeing experience. The common thread to nearly all was the "paddling", for canoeing, it seems, is above all else, "paddling".

Of course, that's how one propels a canoe. But I had no idea of how complex paddling can be, and how it has risen even to an art form. I've heard from friend Bart Hawthaway of the pleasures of paddling, discussed much as one would the playing of a violin. But I was still unprepared for this emphasis on paddling and paddles and for the strongly held opinions involved. There was considerable prejudice on display. Politely, but there.

"This is the double paddle," went one instructor's discussion, "and it is the earliest form of recreational canoe propulsion (as differing from early transportation canoeing of Indian and French voyageurs). But it involves holding this heavy object, twice as heavy as a solo paddle, up in front of you all day, very tiring." The speaker then went on to elaborate on the superiority of the solo paddle. "This you use down beside you, and at the end of each stroke you get a brief moment of rest with the paddle weight supported by the water."

A half-hour later I was truly impressed. I had never thought my 3 pound, 8.5' kayak paddle noticeably heavy, nor the easy motion of first one side, then the other, stroking particularly tiring. Now I had learned how a "cruising rate" of 40 strokes a minute with a solo paddle, swapping sides every dozen or so strokes, was preferable. And how 14 different variations of paddle motion can maneuver one's canoe in any way one wishes.

Amongst those 14 strokes (maybe more, maybe a couple less) is where paddling reaches into the realm of an art form. Simple old "make the boat go" propulsion with a paddle on one side at a time requires the paddle to enter the water at an angle intended to pull the bow toward the paddle side. It then is turned to a right angle to the canoe as it sweeps by and exits at the opposite angle to push the stern away from the paddle side. This is all to offset the tendency of the canoe to bear off away from the paddling effort. It is called many things, the common name is "J-stroke". That's just to go straight, sort of.

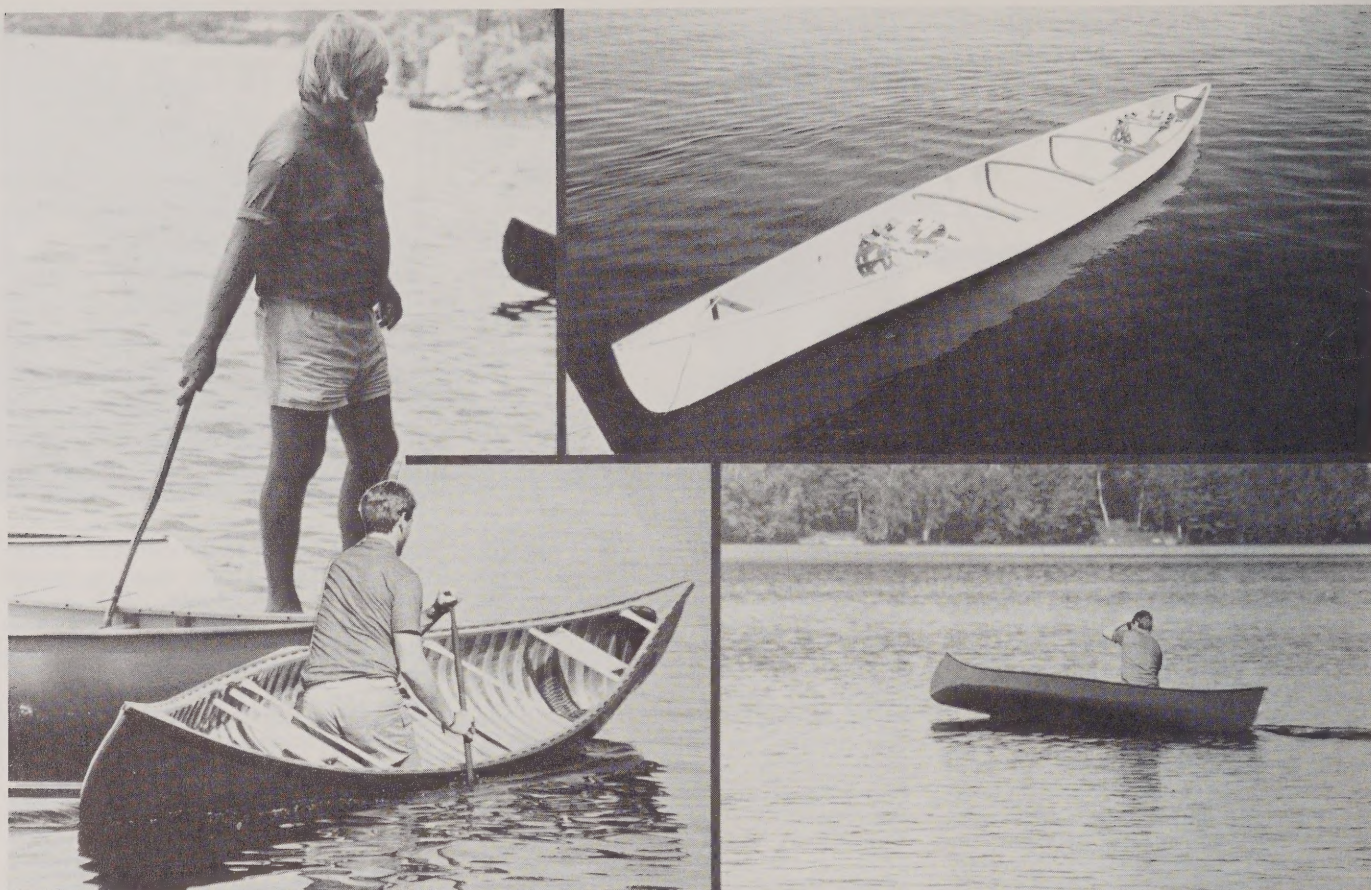
Variations on this stroke, plus things called draw strokes, etc. to swing the ends of the canoe in a desired direction, and sculling strokes for sideways maneuvering, all get used in "going someplace" in a canoe. Either solo or double in a canoe, single paddles require a variety of "strokes" to achieve directional control. The real "art form" comes into being with what is known as "free form" paddling. Here, going someplace seems no longer the intent. It's the enjoyment of the motion of the canoe that certain paddle strokes and paddler positions engender that matters.

The guru of this aspect of canoeing is a strongly opinionated free spirit from Florida named Mike Galt. He designs and builds Lotus canoes and his boats are a reflection of his philosophy (it's nothing less than that) of poetry in motion. Galt says he comes from a naval architect background and his canoes are very graceful looking craft. "Why keep trying to redesign the Mack truck to get a sports car?" was his summary of the situation where the old freight canoe concept of Indian and voyageur days is clung to. Galt was the one showing that \$185 paddle to Bill Zeller, a paddler with arctic adventure experience. Bill told me later that paddling the Lotus was indeed a different experience. I

was told by one provocateur to inquire of Galt about using a double paddle in his boats, but I saw through the transparency of this suggestion. It is not, I learned later, acceptable to do this.

The free form paddler kneels offside in his craft so it floats on its side, radically changing the underwater form into a much shorter, more maneuverable shape. Now the canoe turns on a dime, and the paddler proceeds through his repertoire of strokes much as a ballerina might, the graceful maneuvering of the canoe developing a sort of trancelike absorption in the paddler, transcending the boat, the water and the paddle and reaching into that poetry of motion state. I really saw people do this. And it is a lovely act to watch, and certainly must be even more pleasing to be able to do.

Well, back to mundane aspects of canoeing. Going someplace is still very important, usually on inland waters, preferably streams, but lakes and ponds get included. The Symposium included one workshop on canoeing expeditions in the sub-arctic, two Canadian brothers trekked off into the Canadian Arctic down this river, up that one, over this portage into that watershed, down that river, etc. They travelled huge distances in their canoes (they had companions along) in really primitive and remote lands and waters. They talked at length about what it takes (aside from time, money and skill) to make it work, the nuts and bolts of it. They showed slides of a trip which brought into focus the adventure of it all, and discomfort too. Scenes of millions of arctic bugs covering the adventurers. Geoffrey and Michael Peake were superb storytellers and well versed in what it takes to do what they do. They even publish a small quarterly magazine, CHE-MUN, The Newsletter of Canadian Wilderness Canoeing, for aficionados of this sort of boating. They had big crowds at their workshop, so this must be a popular dream



Above: Mike Galt is the carrier of the flame for the free form style of canoe paddling, at his right is one of his Lotus canoes, and below a free form paddler displays technique in a traditional wood/canvas canoe.

Below: Garrett and Alexandra Conover demonstrate how the gear and canoe are carried when portage time is at hand on a wilderness expedition. Alexandra uses the tumpline to hoist the heavy wanigan box to her back. Garrett helpfully places the packed duffle atop this, and off she goes. Gear delivered, she returns for the canoe, hoisting its 150 pounds overhead herself. Women did all the lugging in Indian days too.

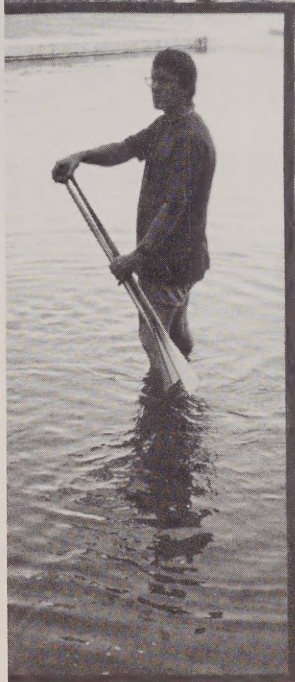


Closer to home and reality, for most probably, was the workshop of the Conovers, Garret and Alexandra. They run a northwoods expedition program in which they take canoeists on 5 to 8 day trips on remote Maine Rivers, complete with all the outdoor living experience. The Conovers were just delightful people, I was strongly attracted to them and their way of going adventuring. They use traditional wood/canvas canoes designed to carry gear (Galt's "Mack trucks") and all the old Maine guide gear of bygone days. Their intent is the wilderness experience by canoe, not heroics of the far north. Paddling technique intrudes even here, it has to, apparently there's a certain "northwoods" technique needed to propel and control a thousand pounds of canoe, people and gear down a wild river. Not much whitewater, actually, but busy currents.

Ah, the gear. Here's another aspect of canoeing that was new to me. Carrying all that stuff. The Indians used canoes to carry stuff, as waterways were the readily available transportation network. The French who came over adopted these ways and the "voyageurs" were the traders who travelled far into the interior of North America in canoes. The British "knew better" and refused to adopt Indian ways and went nowhere by water successfully (inland). The Conovers ran a fascinating workshop on packing gear into a big canoe, and on backpacking it all, including the canoe, on portages. Slender 120 pound Alexandra (no more than that, certainly) stood there after hoisting this fully loaded "wanigan" full of all the cooking gear onto her back with the aid of a "tumpline" (a forehead strap) and then Garret piled on a fully packed duffle bag. She had over 200 pounds on her back and stood there smiling. Ready to hike off over the portage to the next water. Getting that 150 pound canoe (it's a big canoe) up onto her shoulders was as adeptly done also. One or two can do a canoe carry, of course it's fewer trips if one takes gear, the other the canoe. So being able to carry the boat, instead of it carrying you, is a part of some forms of canoeing. And packing it full of gear.

Happily, there was no racing workshop. There were some of those flying wedge racing canoes on display, and some dedicated muscular types were to be seen chuffing off down the lake at 70 strokes rate. But this was a symposium about enjoying recreational canoeing and the intensity of focus that racing requires was not part of it.

But, poling was there. No paddling virtuoso stuff here. Instead, a 12 foot pole wielded while standing in the canoe. Normally,



From the top: The Peake brothers drew lots of intent attention to their discussions of far-north adventuring in canoes. Straight shaft or bent shaft? The merits revealed herewith. Bent is in. Rob Lincoln talks on building stripper canoes. "Tippy-canoe", indeed! This couple high-sided a big Mad River canoe, two little sailing Rob Roys (Bart Hawthaway in charge here) assist in the rescue.



From the top: Melissa Mueller and her dad, Bob, enjoying a couple of Hawthaway double paddle canoes. Melissa has spinal bifida, paddles a specially modified Hawthaway Nessmuk. Harry Rock is the "guru" of poling, an impressive athlete. Alexandra Conover was no slouch at poling herself, here she's ready to do that 180 degree jumping turn in the boat.

this form of canoe propulsion is achieved by pushing on the bottom, but if deeper water is encountered, the pole turns into a sort of long skinny double paddle and the still standing canoeist now moves along rather well propelled by the pole ends swishing through the water. The premier advocate of this form of canoe propulsion is Harry Rock, from Pennsylvania. A tall, obviously fit, fellow, Harry said he'd spent years running expeditions and poling was a standard means of going somewhere by canoe. For example, you can go back upstream through whitewater by poling. To rescue someone or something, perhaps. You can make any upstream, against the current, progress far better by poling rather than by paddling, given shallow enough water. You reverse direction by simply jumping into the air and turning 180 degrees as you do so, regaining your footing in the canoe now facing the opposite way. That's all. Simple. I watched Harry doing this, and also Alexandra Conover. They were having fun. Standing up in a canoe and jumping about and laughing. There's a long, long way to go for the beginner, obviously.

Sailing canoes was covered in a couple of workshops, and several were in evidence on the lake. This form of canoeing is definitely a small minority interest, it gets away from the human powered aspect and aligns more with small boat sailing in concept. The rig is unique, with leeboards, narrow beam, tippiness, etc. but it is more sailing than canoeing. When the slide show on sailing got to the International 10's and their bizarre sliding trapeze seats, and then even further on to the Chesapeake Log Canoes, interest in this obviously waned amongst onlookers.

The subjects of building and repairing were covered in workshops too. Rob Lincoln talked on building strip canoes. Jerry Stelmok discussed building traditional wood/canvas canoes (oh so lovely are his boats). Fiberglass and polyethylene and ABS repairs were covered too. These drew smaller groups of participants.

Out on the lake in benign light winds, the tryouts went on both days, one could try a variety of canoe styles. There were capsizees despite the very mellow conditions, fortunately a small, rocky islet just off the beach seemed to attract these, and the usual rescue was to tow the upset canoe and paddlers to the island where they could stand knee deep and set things right. One rather high sided camouflaged design craft upended, apparently from the very high seating positions. Several of the tippy "free form" boats did likewise, these from paddler inexperience in tippy, slippery craft. Mostly people just paddled, young and old, fit and unfit. Mike Galt re-

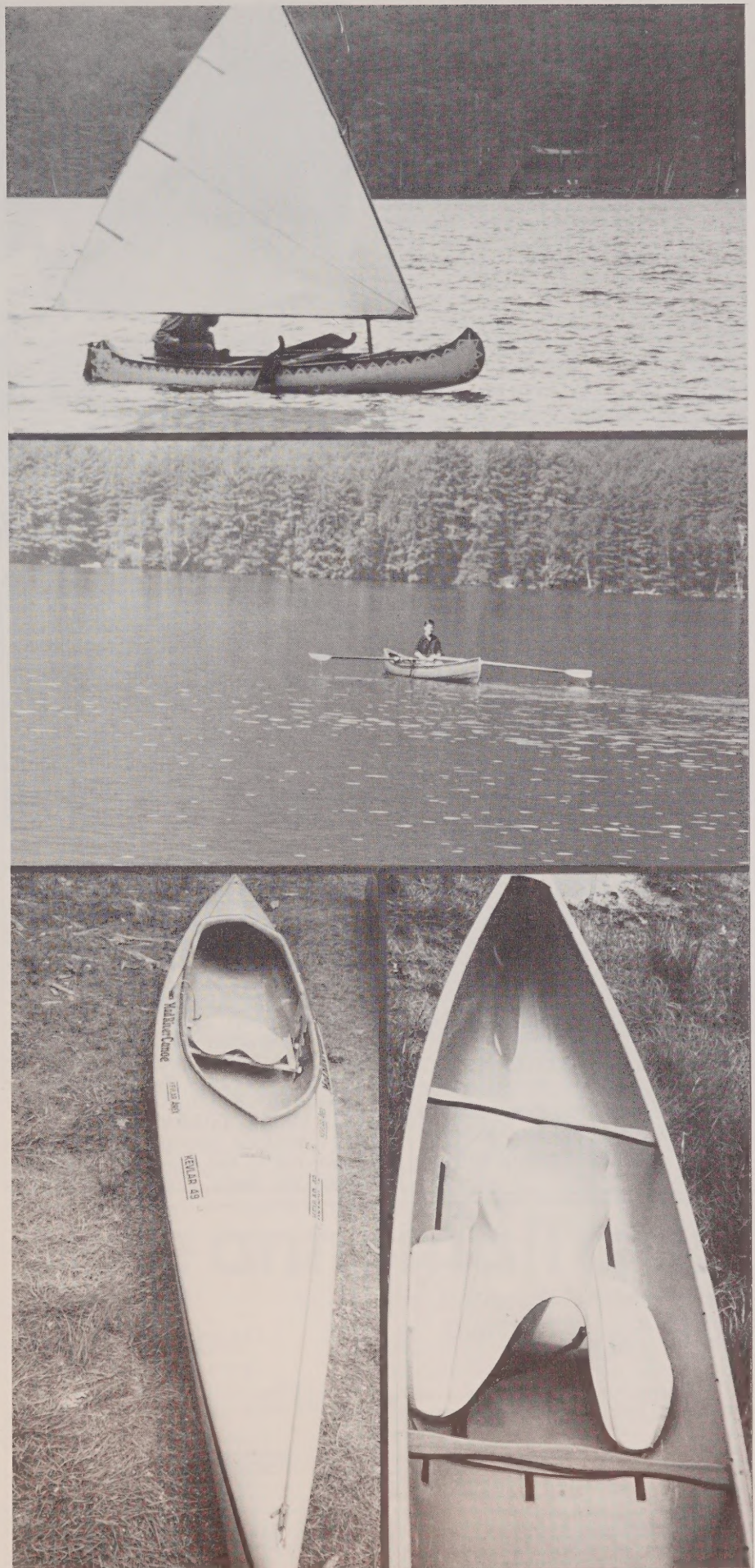
marked that it didn't take physical fitness to enjoy free form paddling. You don't go very far.

Speaking of fitness reminds me about seats. Apparently seats are for beginners uninformed of the fact that one kneels in a canoe. Knees were not made to support one's weight, especially on a hard surface, but one kneels in a canoe to paddle properly. Yes, you can paddle along sitting upright on those cane platforms across the thwarts, but your weight is then way too high in the boat with unfavorable consequences in sudden surprise situations. Kneeling is the thing. I expected this in the free form paddling, that's the game. But I was surprised to watch Alexandra Conover ease herself onto the forward seat of their big expedition craft, loaded with gear, and then slip forward off the seat into a kneeling position, bracing herself against the seat but not on it. Even on an expedition! She suggested a soft object be placed beneath one's knees.

Some seats were meant to be sat on. These were form-fitted "saddles" fastened down on the bottoms of some of the sportier canoes, whitewater sort of things you can hook your bottom onto while your knees hook onto knee braces to secure your body to the boat for control. While white water canoeing was not considered much at the Symposium, some of the gear used was on hand.

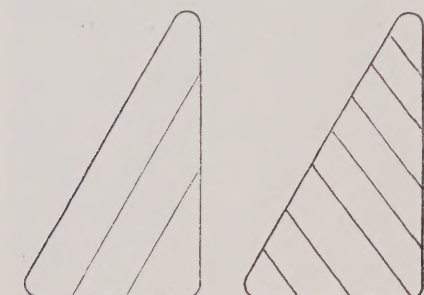
Bean hosted everyone in super style, the camp was just right, the food was great, the commercialism virtually invisible, the various instructors all the most renowned, plenty of boats to try out. Camping was inexpensive right there. And the weather was the best, two bright sunny clear mild June days. The dreaded blackflies were absent also. I found it to be a fascinating weekend even though I'm not a canoeist, nor likely to become one. I discovered sea kayaking first and my prejudices now get in the way of trying to find enjoyment canoeing. Still, I'd like someday to sign on for one of the Conover's trips, they do take novice paddlers, and somehow the idea of the canoe as transport on inland wilderness rivers has a strong appeal to me. Going someplace, whatever the paddle stroke may be.

Right, top to bottom: This "Indian" motif sailing canoe was pretty impressive, real wood/canvas, skilled sailor. OARS in a canoe! Piantedosi Row Wing dropped into a stripper made nice pulling boat. Left is a canoe even though it looks like a kayak, a Mad River Monarch. Right is a "seat" for kneeling in a canoe. That's what you do if you're serious, you kneel.



There is an old sail maker named Bill Schmit in Puyallup, WA, (near Seattle) who hand printed a sail making manual (booklet size) that is jam packed full of trade secrets. For simple cut sails with seams parallel, for which the "up and down" sail qualifies easily, measurements are simple. Both the leach and the foot have straight sides, the only curve is along the luff. My wife tackled the job of sewing the sail herself when she returned from vacation, laying out the shape in masking tape on the living room floor. The family sewing machine made it through six layers of cloth with some effort, requiring only minor adjustments afterwards.

The sail curve is expressed as a percent of the horizontal measurement across the triangle at any point. A 3 to 5 percent sail is average for use on a boat like this, so we just added 5% to the horizontal distances a foot apart along the mast and marked the results on the cloth. Since the mast is "bendy", the bend also needs to be taken into consideration. We supported the mast between two tables at the top and at the partner location, hung a 40 pound bag of fertilizer midway, per the old sail maker's directions (he didn't specify fertilizer, only 40 pounds) and measured the resulting deflection, which came to as much as 3.25" maximum. We measured the deflection at every foot along the mast and added these amounts to that already figured into the cloth. Then we cut out the sail, allowing 1" for edge seams, applied sail tape to the edges, luff, foot and leach, and then took it to a local awning shop and had grommets installed. The total cost of the sail came to \$30, as opposed to the \$150 quoted for a professional job.



"UP & DOWN" MODERN CUT
CUT SAIL SAIL

These "up and down" cut sails are very traditional; they were all cut that way prior to the 1890's when Nat Herreshoff turned the seams to run from tack to leach instead of from clew to head. His technique allowed a roach to be added to the leach along the ends of the strips of cloth. We chose the old "up and down" cut for two rea-



An Amateur Builds Bolger's GYPSY

PART 3

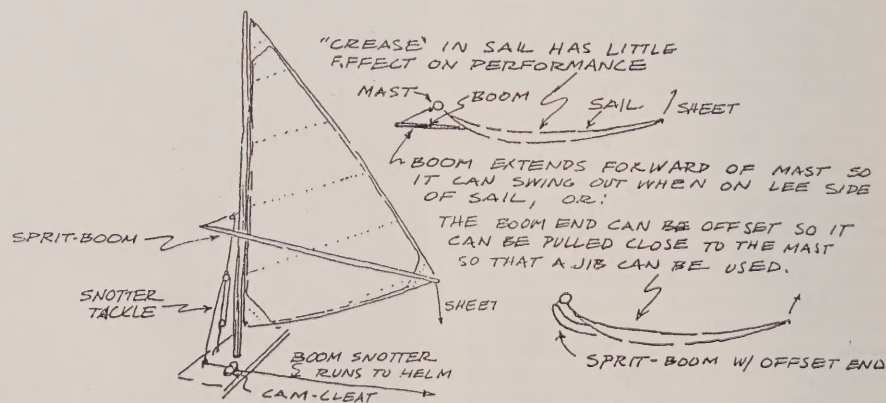
sons: Simplicity, there is one less curve to cut in the cloth (straight leach); no battens needed because there is no roach to support. An additional influence was Mr. Bolger's; the "up and down" cut looks more traditional.

My friend Steve Wilce graciously sent me an adjustable snotter tackle system. Steve builds very light, high flotation, traditional craft in space age, top grade plastics atop a mountain in California. He is constantly thinking up new applications for tried-and-true systems. This one allows feathering the sail while underway. Pulling on a line to the cockpit runs the sprit in and out, alternately increasing or decreasing the curvature of the sail. This is very handy when hit by a squall so you want to flatten the sail real tight, or in the other extreme, to let out a big fat curve for light air or downwind running. Sprits allow this kind of adjustment.

Another benefit of the sprit boom rig is the shape of the sail along the foot. The foot is at less

than a right angle to the mast so the boom cannot rise up in a gust going downwind, obviating the necessity for a boom vang. The sprit boom is also set higher than a regular boom, keeping it out of the water and from "tripping" the boat when you're rocking and rolling downwind.

We changed another detail in the rig from the plans. They show the main sheet tie-off to a rod bail on the rudder top. To handle this, the rudder is mounted on a threaded rod through brass straps with nuts to tighten into place. Mr. Payson shows an optional way in his book using individual bolts for upper and lower rudder mounts. But I used stock Wilcox & Crittenden gudgeons and pintles to ease the transfer from sailing rudder to rowing rudder (see previous installment) and to protect the rudder in an inadvertent beaching, it will just rise up and fall off when it hits bottom. The mainsheet now runs to a rope bridle across the transom fastened to screw eyes. A "scissors" clip (two-ended with



A BERMUDA SAIL WITH SPRIT-BOOM

swivel) gives smooth action and easy hookup for the mainsheet to this traveller arrangement.

Some words about oars. Mine are feather light and beautifully finished by Shaw & Tenney. I think they must spray the varnish on them for there is not a brush mark showing. I opted for their recreational spoons with narrow blades curved in one plane only, not cupped. The other choice was a shorter, fatter cupped blade normally used on racing sculls, which is more fragile and costlier. The narrow blades move me as fast as the hull will permit. Wide bladed flat oars are, in my view, for heavy fishing skiffs. I shocked Shaw & Tenney by purchasing such a pair for an old Montgomery Ward aluminum boat. They work fine for trolling.

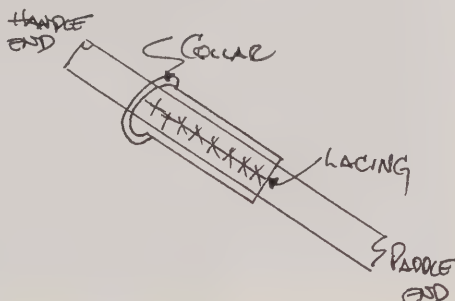
I tried carving my own oars, a la Walt Simmons. Unfortunately, the only clear wood around was straight-grained fir. I carefully laid out proportions for an eight foot oar, saber-sawed out the blank (an endless task in 1.5" thick fir) and hacked away with drawshave and slick (heavy, wide chisel). The weather that day in my garage shop was 95/95 (95 degrees, 95 percent humidity), the sweat poured into my eyes despite my headband. A neighborhood kid came by just as I was unclamping the finished oar. He hefted it and remarked, "Little heavy, ain't it? Might make a good 'gator club, though." That remark passed through my mind the other day when a 10 foot animated log swam past.

I felt better later when relating this story to Paul Reagan at Shaw & Tenney when I ordered spruce oars. He said he has clients all over the country who have a single, overweight, homemade oar leaning against a garage wall.

The oarlocks and brackets came from The Copper Nail, run by my friend Richard Leijonflycht in California. Shaw & Tenney sell fine oarlocks but my boat had to have a little California in it in honor of the Traditional Small Craft Association chapter out there that gave us our start. Straight-faced Richard is one of the best at critiquing workmanship. "That plank is off line a little bit, isn't it?" he'd say, and then stay around until midnight lending a hand redoing it to a sweet curve.

One way to put the leather collars on the oars is to just follow the directions and wrap the leather that goes around the oar into a cylinder, then wrap the collars around that cylinder on the end going towards the handle, and then punch holes in the collar using the holes in the leather cylinder as guides. The directions call for a rubber band "or such" to hold all this in place. In practice, I found it takes about ten pairs of hands to

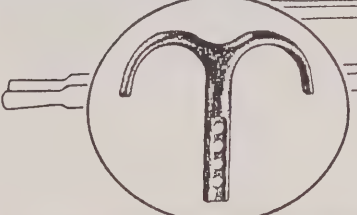
hold it all in position. A far easier way was to just measure off the number of spaces between the holes in the leather onto the collar with a pair of dividers. The holes in the collar will be further apart due to its larger diameter so I adjusted by about 1/16" for the outer collar, 1/32" for the inner. The results for me were a lot neater. After all, looks are as important as tightness.



I used some thick soft leather from the Wooden Boat Shop in Seattle, nice dark brown belt quality leather. Using also the cute little awl they sell was far better and easier on my hands than the household ice pick and worth it esthetically for the six to eight hours spent applying the leathers to the oars. It is best to put the circular oarlocks (closed ring, not open) on the oar before sewing on the leathers. It saves taking the collars off afterwards to get the locks on, and then replacing them again, which is the way I did it first. Putting the oarlock around the end of the leather opposite the collar will hold it semi-aligned as you lace it up.

Report, Photos & Illustrations from Bill Rutherford

(Next issue Bill will conclude this series on GYPSY with a discussion of using the boat, stowing gear aboard, trailering, some typical trips possible, and storage when not in use).



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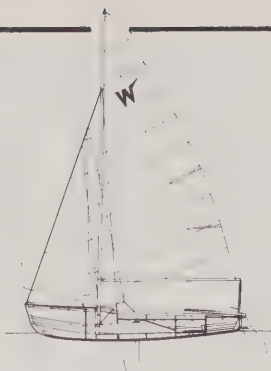
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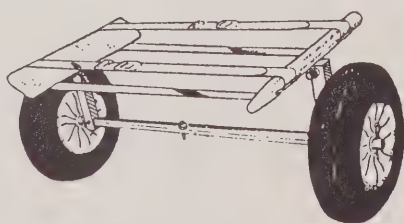
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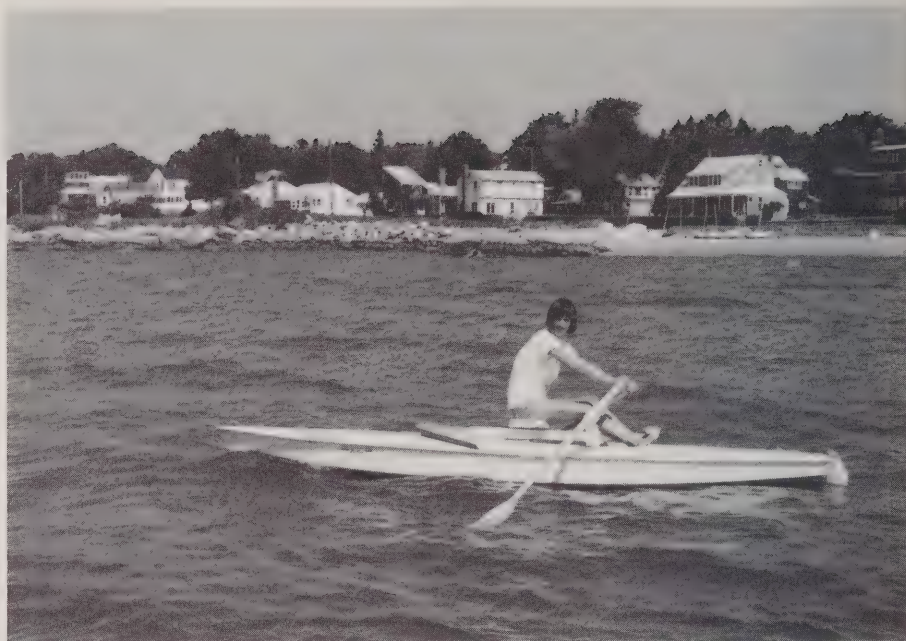
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Rowing a Sunfish

If you happen to see someone this summer out on the lake rowing a Sunfish, rather than sailing it, I may be to blame. My Rowkit for converting the sailing Sunfish into a sliding seat rowing craft came about through personal needs and when others saw the result, I found myself drawn into building more as a sort of small scale business venture.

Over 200,000 Sunfish have been manufactured and sold throughout the world since its introduction in the early 1950's. We bought one in 1968 to replace a "built from a kit" wooden Sailfish, and competed weekly with it in our local Leete's Island racing. In 1977 I retired from United Technologies to enjoy summers here on Long Island Sound and winters in Florida, sailing. I also had to have heart repairs done at Miami Heart Institute.

The surgeon was a former collegiate oarsman and he recommended that I exercise regularly in all the usual ways, walking, swimming, calisthenics, rowing. Rowing. He was particularly enthusiastic about sliding seat rowing as the most complete exercise physiologically as it exercises legs, back, abdomen, arms and the cardio-vascular system. And it's great fun.

From my days in boys' camp on, I had been involved in rowing boats, for fishing or to get out to the big boat moorings. So I looked around for a sliding seat boat suitable for our piece of Long Island shoreline, but could not find anything I really liked at a price I could afford. Most sliding seat boats were fragile, tippy, wet in a chop and hard to transport.

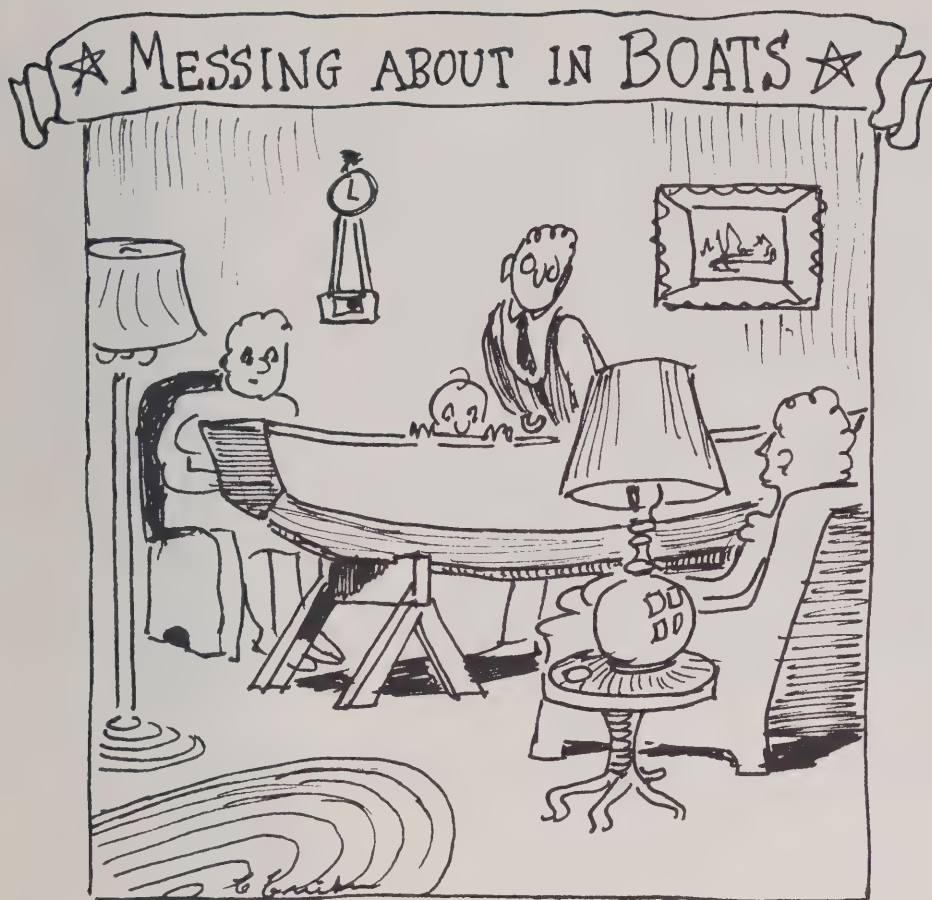
Contemplating my problem, my

attention fell upon our fifteen year old Sunfish. After bending up and welding together some aluminum tubing and buying a pair of beautiful 7.5' oars from Shaw & Tenney, I had my boat. Two years later I had hand-built eight more of my sliding seat rigs for other Sunfish, Sailfish and lightweight rowboat owners and decided to build a small number for sale.

My Rowkit is made of marine grade aluminum alloy to provide a rugged, light and simple roller track with frame and outrigger. A hi-impact polystyrene seat rolls on nylon rollers along the track in a position and over a length of travel that simulates a one-man collegiate rowing shell. It's held together with stainless fasteners and coated with white epoxy enamel. This all installs on a Sunfish without tools in less than a minute. With the 7.5' spruce oars working in nylon rowlocks I cover amazing distances without tiring.

But it's not just going for distance. There's a 3.5 mile row to Stony Creek for breakfast; pacing a family of swans for a mile; being circled by a curious seal; exploring the lakes and ponds of nearby Connecticut. My fishing rod butt fits into the mast recess and I drag along a lure. And the Sunfish hull makes a stable casting or photo platform. I use the boat year round, through December in Connecticut and through March in Florida where the canals and the Intra Coastal make superb locations for rowing. If someone wants to go along, I have a deck chair available that clamps onto the after deck.

John D. Frazee, 79A Boulder Rd., Leete's Island, Guilford, CT 06437.



And how about the time we used the new boat for a playpen? Don had purchased a 10 foot unfinished plywood sailing pram before realizing he had no place in which to work on it. The shipper managed to wiggle it through the front door to our living room; instant workshop! It was really in the rough, requiring much sanding, painting and hardware to finish it off. Don began the work with relish, even laying down newspapers on our wall-to-wall rug. At last, working on a wood boat (just like at Montgomerrey's or Storey's!)

Don had another job commuting into the city. the project dragged on, month after month. I felt my right arm was an extension of the vacuum cleaner. Dust permeated every nook and cranny of our two-bedroom house. Boxes in upstairs closets had wood dust. The

boat sat on horses mid-living room. When visitors called, we all sat around and peered at one another over the boat.

On several occasions the boat served as a wonderful playpen for children of visitors. Don is a fastidious refinisher and the boat was no exception. The gunwales were smoother than any furniture in the house. Varnished parts shone like glass. The white hull was as smooth as fine marble and the work continued. A red boot stripe was finally added. Surely the sign of completion. Not so, just another coat of varnish on the centerboard. And so it went, on and on. The good ship TERN was hatched and became a lovely creature under my very eyes, but took soooooo long to leave the nest!

(As told to Carl Erickson by friend, Marge Farson)

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THULE RACKS - DOLLIES

The National Maritime Historical Society held its annual meeting at Mystic Seaport on June 20th, and typical of such affairs, it was a time to report on the Society's progress and to inspire ongoing fund raising efforts. As the spokesman for the host, Mystic Seaport Museum, remarked in his brief greeting, "this is a time for tambourine rattling, and I'll be right there by the door rattling my tambourine for our facility!" Indeed.

Group efforts that pursue the preservation of the past are commonplace today, and they all have a hand out for money as that's what it takes to save the artifacts of by-gone eras. In our nautical field, there are established museums, such as Mystic, but also a growing number of groups without major facilities as yet, but with purposes usually focussing on saving some ship or other. Many of us dream of restoring some nice old boat of yesteryear that's caught our fancy, some of us carry this out. Well, when the nice old boat is a ship of substantial size, individuals cannot handle it, and group efforts come into being.

The National Maritime Historical Society is pretty well established, it was founded in 1970 by Peter Stanford, who still runs it, and has acquired several historical ships, and is now trying to get a permanent shoreside home in lower Manhattan close by the old river-front docks of yesteryear. They publish a nice quarterly journal, SEA HISTORY, that discusses all the various worthwhile ongoing preservation efforts happening around the world, and the times as they once were that they now feel worthy of preservation. Present membership stands at 12,000 nationally after a major 1985 campaign and membership drive. This annual meeting was, of course, focussed on the Society's achievements, financial position, and future dreams.

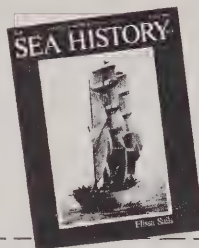
But, also on hand were other hopefuls in the field, for here were gathered a hundred or so people with proven interest in supporting preservation of old ships with their pocketbooks. Perhaps some of that money might be attracted to other causes?

There's the Merchant Marine Memorial Museum, which consists of one of the last two remaining Liberty Ships from World War II, the JOHN W. BROWN. This group has acquired ownership of this vessel and since 1977 has been trying to build support for establishing it as a Merchant Marine Memorial Museum. Why? Foresight. Today there is handwringing over the fact that none of the famed clipper ships of 150 years ago remains to be seen. All gone. Here in this plodding steel merchantman is an artifact of the more recent past that can be

The National Maritime Historical Society is saving America's seafaring heritage. Join us.

We bring to life America's seafaring past through research, archaeological expeditions and ship preservation efforts. We work with museums, historians and sail training groups and report on these activities in our quarterly journal *Sea History*.

We are also the American arm of the World Ship Trust, an international group working worldwide to help save ships of historic importance.



Won't you join us to keep alive our nation's seafaring legacy?

Membership in the Society costs only \$25 a year. You'll receive *Sea History*, a fascinating magazine filled with articles of seafaring and historical lore. You'll also be eligible for discounts on books, prints and other items. Help save our seafaring heritage. Join the National Maritime Historical Society today!

TO: National Maritime Historical Society, 132 Maple St., Croton-on-Hudson, NY 10520

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The Price of Preservation

preserved for future understanding. A plodder, not a flyer like the clipper ships, the Liberty Ship was the pack mule of World War II where world wide warfare required enormous amounts of ocean shipping to be done.

Another speaker represented the Hudson River Maritime Center at Rondout Landing in Kingston, NY. He spoke of their modest efforts at preserving artifacts of Hudson River shipping history, such as their 75' iron tugboat firmly planted on shore as it's beyond salvation as a floater, it's steel hull honeycombed throughout with rust.

Just arrived with tambourine in hand was a spokeswoman for a new effort, only 6 months old, the Hudson River Waterfront Museum to be established on the New Jersey waterfront in a collection of restored old barges. They plan to function as a living museum illustrating the commercial aspects of New York Harbor 100 years ago or so. They have a couple of derelict barges so far, they looked pretty rough in the slide presentation.

And then there was the articulate British woman who wants to save a 116 year old iron steamer on Lake Titicaca in Peru, the world's highest lake. She is running her Yavari Project on her own and was looking for \$300,000 to do the job. Talk about going to the ends of the earth! The value of this vessel appears to be its very early iron ship construction, built about 1870 in Great Britain, taken apart into pieces that could be carried by mule teams, shipped to Peru's Pacific coast, pack muled up 12,000 feet over 180 miles of tortuous trails, and re-assembled on the lake. There was some privately expressed reservations about \$300,000

not being nearly enough, more like \$3,000,000 would do it, some felt.

Well, this is just a quick run through of some of the hopefuls in the world of ship preservation and their dreams. Since none of these projects has much promise of commercial financial reward, they all resort to the not-for-profit corporate device to which those interested may make tax-exempt contributions. The difference here is in scale, people who wish to preserve a 300' iron square rigger or a 600' Liberty Ship or a 150' iron steamer high in the Andes are operating on a whole different level than our recently discussed replica project by the Rockport Apprenticeship on those 38' French gigs. It takes big dollars to do things with big ships, and big dollars have to come from deep pockets. So, the tambourines shake on, and on, and on. Every piece of literature concerned with preservation seems to include the pleas for money.

The National Maritime Historical Society people support and encourage all these other efforts, hence their presence at this gathering. Sort of an altruistic outlook, it seemed to me, for they all are competing for those dollars to carry out their dreams. Maybe I'm wrong about this, but I get the feeling that someone starts out with a dream to save some significant ship and soon ends up spending most of his time chasing the money in order to get on with the dream. For it costs SO much to preserve anything today. SO much that those not absorbed in the dream ask, "why bother?" To answer this scepticism and win the financial support takes much time and persuasive effort.

Report by Bob Hicks



Must it ALWAYS rain on Mystic?

Report & Photos by Bob Hicks

The rain began on Thursday, June 5th, and never let up by Saturday. Yes, another Mystic Seaport Small Craft Weekend. Saturday was grey and rainy, often heavy downpours, and only the truly dedicated were out in some of the 50 or so small craft that had been brought to the annual event. Most clustered under the big tent setup for the event and listened to workshops presented by Ed McCabe on the French Gigs and Dave Dillion on Woods Hole spritail boats, or visited the construction of a Crosby catboat going in the Grey Boatshop. McCabe was pretty busy despite the rains taking successive "crews" of oarsmen (and women) out in E'GA-LITE' Saturday evening, Peter Vermilya spoke on his favorite topic, catboats, in the Meeting House.

Sunday dawned with a near impenetrable fog over the Mystic

River. The usual 7 a.m. downriver cruise to Mason's Island for breakfast went on anyway, at least it was no longer raining. About 30 boats in allk went downriver, paddled or rowed, there was no wind for the sailors and some who displayed optimism by raising sail were later seen at the oars. By mid-morning the fog was lifting and as noon neared, the sun came out, turning the humid air into a Turkish bath. Many of those who had come were already headed home by now, the weather really putting a "damper" on spirits.

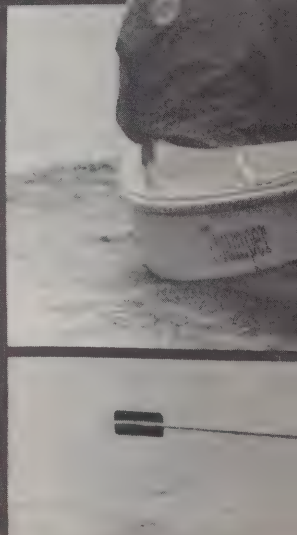
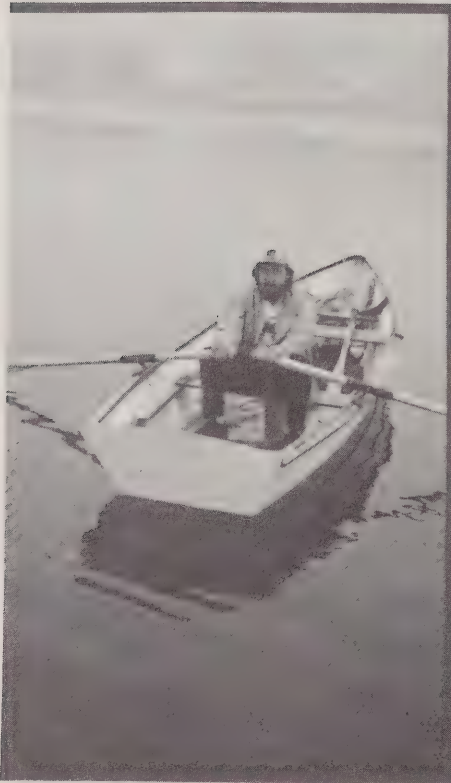
The attendance was disappointing, perhaps 100 or so in all. This at an event that has in the past set a limit of 400 registrants, and which has turned out well over 100 small traditional boats. The hard-core true-blue traditional small boat lovers still come, but

they are a shrinking lot it seems. The awful weather that has afflicted the Saturdays of recent meets (always the busy day) certainly has hurt attendance. But, the Seaport staff involved has been making inquiries into just what people would like to have for programs each year. After 15 years, the bloom is off the rose.

My feeling was that a greater effort needs to be made in advance to attract NEW people who have just discovered the charms of these traditional small boats. Annually, applications to participate go out only to past participants with stern admonition to NOT Xerox the application received for others to use. No longer is over-attendance likely to be a problem. Perhaps in 1987 a wide open invitation should be issued to ALL who might find the gathering enjoyable.

Waiting for breakfast to arrive on Mason's Island.





From the top: Eric Risch sailing his Echo Bay Skiff; Kevin Rathbone likewise in his Culler wherry; Bob Barker rows his sailing skiff, no wind; Paula Marcus and her son, Daniel, enjoying Ralph Notaristefano's restored Chestnut canoe. Towards the middle from top: Rowing the Morgan whaleboat down to Mason's Island; Kevin Rathbone demonstrates his overnight setup; Dan and Judy Segal and family and friend try a Delaware Ducker.



From the top: "Uncle Bill" is a name appropriate to this skiff; Gifford Pinchot chuffed about Saturday in his steamboat; discussing the taking off of lines in the White Boatshed; THUMPER tows the whaleboat back in a sort of slow-motion "Nantucket Sleigh Ride"; Gary and Betty Holmes looking for a breeze in their melon seed Sunday morning; Tom King builds these boxy little canvas kayaks for exploring streams and marshes; Ann Humphrey tries Platt Monfort's 17' pulling boat; Marta Wilmerding and Doug McFarland in their Folbot.

The new-comer was put into the harbor trim in short order; the sails neatly furled and awnings rigged over, the head sails done up into white horns, curving gracefully upward. A set of steps was hung out, fitting closely the slight curve of the side; and scarcely was this done before a small boat approached, with a blue-shirted man for crew, who did the rowing, and a young man, or boy, of eighteen or nineteen, for a passenger, who rose to his feet in a vivacious way and hailed a middle-aged man with moustache and side-whiskers, and hair very widely parted in the middle, who stood smoking near the cabin door. We couldn't make out all he said; but the words, "Quick run," were heard more than once.

"No wonder it's a quick run, if he's been coming east through the sound with this wind abeam," said Joe.

We sailed about here and there among the craft, admiring, especially, the steam yachts, of which there were three or four. With sails up, the sloops and schooners were, without doubt, far handsomer; but here in harbor, the smoke-stacks, raking back in accurate line with the masts, gave a certain importance and power to the dainty yacht finish and fittings. These, like the other larger craft, were black, with narrow gold stripe, and name in gold; but many of the smaller sloops were white.

"Wouldn't it look funny to see some of these painted yellow or red?" said I.

"Perhaps they will be, yet; it's common enough now to see red, yellow and green paint on houses; and once it would have been thought a crazy notion."

Our attention was now attracted by a clumsy craft, broad, bluff-bowed, and lying low in the water, which came slowly forging in among these stylish vessels. It looked much like one of the "lighters" so common in New York harbor, and in large letters on its single sail was the sign "Water Boat."

"If it's drinking water we'll try a sample; for the jug's nearly gone dry," said Joe.

I brought the TRITON's head to windward, and sculled alongside. Joe grasped the gunwale; the boat was a floating water-tank, all the space amidships being filled.

"Is this good to drink?" Joe inquired of the young man who was steering.

"Good as any."

"May I fill this jug?"

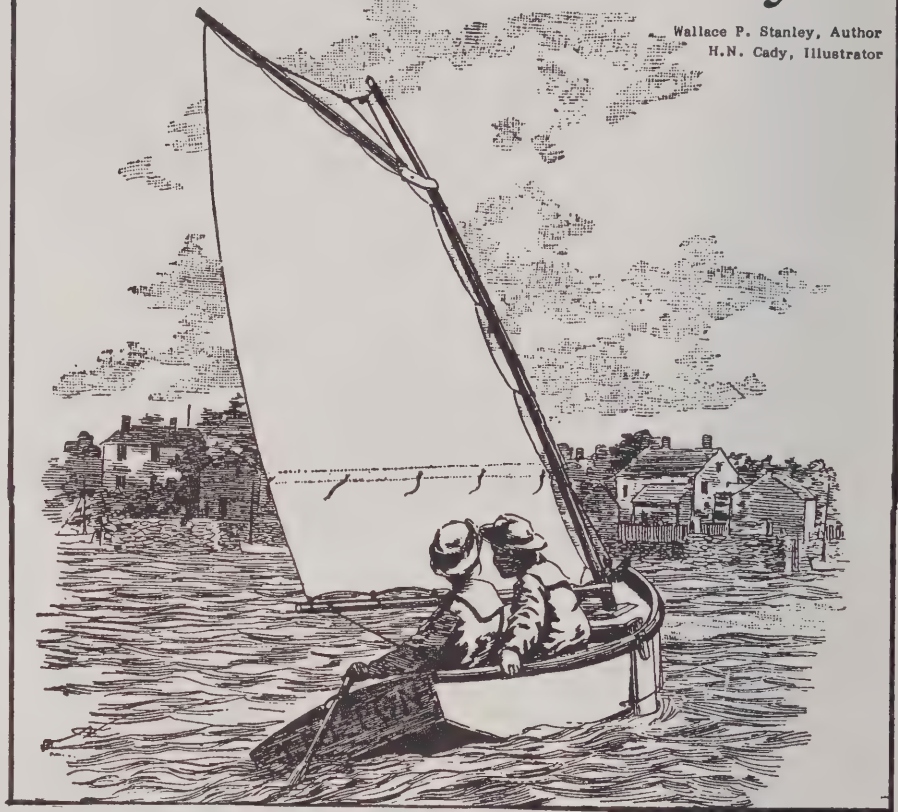
"Fill away."

So our modest water supply was replenished, and on being told that there was "nothing to pay," I let the sail fill again, and we continued northward.

The GENERAL JESUP skurried past us on her way to the city

Adventures Down the Bay

Wallace P. Stanley, Author
H.N. Cady, Illustrator



landing. Shortly after, another launch crossed our bows; this was smaller, and passed straight across from the city to Goat Island. There was a strange-looking craft at the wharf whither it was trending; and when we had gone a little further on our northeast course, I came around with the wind on the starboard, and stretched over toward the island.

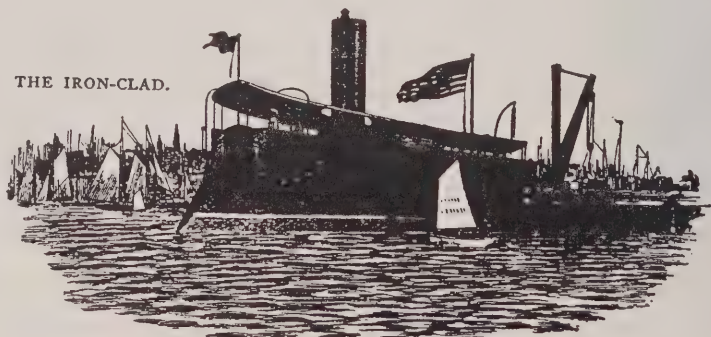
The queer steamer proved to be a gunboat or ram, with iron sides sloping steeply outward, and a prow somewhat like a locomotive cow-catcher. Above were double doors, standing open, with the tompion-closed muzzle of a gun pointing forward. An awning was spread above the upper deck, with a hole for the smoke-stack, whose size betokened powerful engines. The massive hull was black, except for the space of a yard above the water-line, which was red, with a white stripe between.

"That's a keen-looking eye, up front," observed Joe.

"Yes; its fiery glances must be quite impressive, in time of war. I don't wonder they keep the port-hole open; it must be precious hot, with the sun beating on the black iron."

This vessel was lying at the wharf of the torpedo station, where the manufacture of torpedoes was carried on by the Government; not for small boys to use on the Fourth, however -- these were cases of dynamite, intended to be exploded under the bottoms of hostile ships, if any such craft ever needed them. We didn't see any lying around on the wharf; but we knew they were concocted in the factory buildings near, by young naval officers organized into a torpedo class, who graduated when well posted in dynamite, electricity, and their combinations, and who were occasionally of use even in time of

THE IRON-CLAD.



peace, by setting off the infernal machines under water, in the harbor, throwing up big spouts for the amusement of distinguished visitors.

"I wish WE were distinguished visitors; I'd like to see one of the blamed things," said Joe. "There's the EOLUS, going back. Let's sail back among the yachts; I'm not tired of them yet."

"All right; you take the steering oar, and sail wherever you like."

We cruised in and out, traversing the whole harbor, staring without stint at every craft worth looking at, till the wind began to grow light, and the sunbeams were nearly level.

"Where are we going to camp?" inquired Joe.

"You might stick up your tent on one of the wharves, while I rig the boat and tie up alongside."

"Why, yes! only take notice that it's I who have the boat, this time. We might apply for lodging on one of the yachts; we're brother yachtsmen. But come, why can't we camp on Goat Island, or the shore opposite?"

"Well, we can see how it looks down that way; but I don't know about the island; the houses are rather thick, and officers would order a fellow off as natural as anything."

So we bore off for the southern point, gliding slowly along with the lessening wind. When about half-way there, the sunset gun boomed from the fort, and its flag came hurrying down the staff; at the same moment the little flags which fluttered at the top of every yacht-mast came down also, as if by one impulse.

"There's Lime Rock light, just lit," Joe observed. "You'd hardly guess that was a light-house in the day-time."

It was a square house with a low hip roof, perched on the largest of several rocks which fringed the southern shore of the harbor. The lantern, which by daylight might be taken for a chimney, rose at the corner toward the harbor; it now showed a red spark, as did also the light-house on Rose Island, now scarcely to be seen against the bright western sky. A stronger, white light gleamed from the end of the Goat Island causeway. In two or three minutes more we were close to the opposite end of the latter island, gliding toward the shelving point which stretched out toward the can-buoy.

"We'll land here, anyway, and it'll count one more; then if we don't care to stay, we can look further."

The boat gently grounded, and we jumped out and walked around a little. But the houses seemed pretty near; we saw a woman looking at us, and presently a man was descried joining in the survey, who

seemed disposed to advance and explore the explorers.

"Government people are rather jealous of their territory, sometimes, I've heard. I don't think I fancy Goat Island; it has plenty of population already; and if the goats should take it into their heads to butt us off, we'd have to stake a new claim somewhere else, and we might as well do so before we have to. Let's go across to the shore."

In five minutes more we had found a capital nook, where a great mass of rock projected northward in a rugged promontory from the south shore of the harbor. On the west of this was Brenton's Cove, and then came the fort; while just east of the rock, where it joined the land, was a little bay and strip of beach just right for pitching our camp.

The tides had now shifted their time so as to be nearly high at sunset, so it was little trouble to get the boat up to high-water mark. "For I'm not going to be turned topsy-turvy, you may believe."

Our tents were soon pitched, and we filled our pillows from a big bayberry bush which grew conveniently hard by. Then we took our bags and the water-jug and ascended the bluff, thence walking out on the top of the great rock where we took our supper.

The region right around us was as wild and unoccupied as though there were no houses within a mile or two, and, in fact, the nearest was perhaps a quarter of a mile off; one of a range of handsome villas to the east, or maybe the fort, was nearer still. But what a varied scene of life we saw before us, in the gathering twilight! The beams of the three light-houses were now echoed by scores of twinkling rays from the yachts and other vessels in port, as well as from the houses on land and the war-vessels in the outer harbor. Bugle signals sounded from the fort to the west; the launch came steaming across before us; the whistle and bell of a locomotive were heard faintly from the northeast, near the landing-place of the New York steamers.

The dusky expanse of the bay spread far northward, with a vessel drifting here and there, and, as it grew darker, we could make out the distant sparkle of Sandy Point light, on the eastern side of Prudence.

"Well, take it altogether, this view goes ahead of any we've had since we started camping with the TRITON," pronounced Joe; and I told him I guessed he was about right.

We lingered til night had nearly closed in, then descended to the beach, and in two or three minutes more we were snugly reposing in our cots.

(To be continued)

THAYER & COMPANY

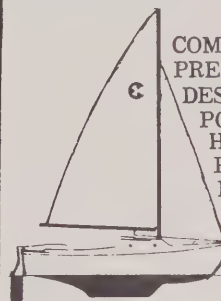
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WHAT'S HAPPENING?



MARBLEHEAD TOWN CLASS ASSOCIATION

TOWNIE 50TH

The Marblehead Town Class Association is hosting the class 50th anniversary celebration on July 19 & 20 at the Corinthian Yacht Club in Marblehead, MA. The Town Class is now the oldest continuing racing class in Marblehead, and after a number of years at near extinction, is now enjoying a modest resurrection with several new boats coming into the fleet. The original Townie builder, Pert Lowell of Newbury, MA, is still at work in his shop on the Parker River at 80 years of age, assisted now by his son-in-law Ralph Johnson, with ten new Townies built in the past four years. More information from Jane Cooke at (617) 631-0750.

AQUA*VENTURES



SEA KAYAK OUTINGS

Aqua*Ventures of Jamaica Plain, MA, has organized its summer schedule of sea kayak outings as follows:

JULY 20: Narragansett Bay day trip sponsored by Audubon Society of Rhode Island from Ft. Adams Park, fee is \$50 per person. Arrange with RI Audubon at (401) 521-1670.

JULY 26: Coastal paddling day trip with picnic lunch provided, fee is \$60 per person.

JULY 27: Kayak rescue workshop sponsored by ACA at Horse-neck Beach State Park in So. Dartmouth, MA, no fee.

AUGUST 16: Coastal paddling day trip with all boating gear and picnic lunch provided. Fee is \$60.

AUGUST 17: Repeat of July 6th at Lovell's

AUGUST 23-24: Weekend of kayak touring and instruction with overnight camping. All boating and safety gear, meals and some camping gear provided. Fee is \$125.

More information on these sea kayak outings at (617) 524-6239 or (617) 391-5954.

ALDEN

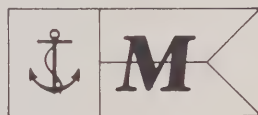


ISLES OF SHOALS RACE

The Alden Ocean Shell Association will hold its 14th Annual Isles of Shoals race for Alden Ocean Shells on Saturday, July 19th. The 8.5 mile open ocean course runs from the Isles to Kittery Point, ME. Boats are ferried out to start. More information from Martin Marine, P.O. Box 251, Kittery Point, ME 03905.

SHARPIE ASSOCIATION FORMS

Readers with an affection for the traditional "sharpie" type of sailing craft are invited to inquire into the newly forming Sharpie Association by contacting Margaret Vermilya, 129 Lawrence St., New Haven, CT 06511. Could be something along the lines of the long-established Catboat Association, which now lists about 1500 catboat lovers on its roster.



FRIENDSHIPS RETURN

The Friendship sloop fleet will stop off at the Percy & Small Shipyard of the Maine Maritime Museum on Sunday morning, July 20th, enroute to their annual gathering and races, now held at nearby Boothbay Harbor during the following week. Viewing the fleet sailing up the Kennebec River is possible from area roadside spots and from the Museum's waterfront. More information at (207) 443-1316.

THE PINKY SCHOONER MAINE

The Maine Maritime Museum in Bath, ME, will send the 53' pinky schooner, MAINE, a replica of an 1830's Maine fishing schooner to be on display at Mystic Seaport Museum and at the Wooden Boat Show following its July 4th participation in the Statue of Liberty Centennial in New York. After a July 8th stop at Norwalk, CT, the MAINE will be at Mystic Seaport until August 19th, when she will travel on to Newport, RI, for an appearance at the Wooden Boat Show. Following the Show, the Maine will return to Bath.

BELGRADE LAKES WOODEN BOAT GATHERING

BELGRADE LAKES WOODEN BOAT GATHERING

Mid morning on Saturday, July 26th, wooden boat owners (or non-owners who love wooden boats) are invited to gather at Great Pond State Boat Landing on Sahagian Rd. just off Rt. 27 in Belgrade Lakes, ME. Traditional types of paddle, oar, sail and power boats are welcome. Bring a picnic lunch. If it rains, come on Sunday the 27th instead. For information call Oat Canoe Co. at (207) 293-2694 or Paul McKinney at (207) 293-2660.



APPRENTICESHIP PROGRAMS

The Rockport Apprenticeship of Rockport, ME has scheduled several summer boatbuilding workshops as follows:

July 28-August 9 will find Simon Watts leading a group of up to ten students in building a 12 foot lapstrake sailing dinghy, daily from 8 a.m. to 5:30 p.m. with a break on Sunday. Fee is \$550 with a \$100 advance deposit required to hold your place. Previous wood-working experience is required and students must bring their own hand tools.

July 28-August 1 will find Bruce MacKenzie instructing on lofting about 6 hours each day for a maximum enrollment of 12 students at \$250 fee each, with the \$100 advance deposit for reservation.

August 4-August 8 will find Mike Geer instructing in oar and spar making, 9 a.m. to 4:30 p.m. daily for a maximum enrollment of 8 students at \$275 fee each, \$100 advance deposit also required. Personal hand tools should be brought by students.

On July 26th Simon Watts will run a 3 hour session on tool sharpening for anyone enrolled in the other workshops at a fee of \$25.

More information on these from (207) 236-6071.

Community Rowing Inc.

COMMUNITY ROWING

Boston's non-profit Community Rowing, Inc. is running summer rowing classes on the Charles River and in nearby college indoor facilities for the interested public. One of the three summer sessions is from July 28-August 23. Each session will include classes at least 3 days each week for each group. All classes are on-the-water, in-the-boats. Groups are beginner, intermediate and advanced. Boats used will be eight-oared shells with some limited use of single sculls and also a special two-oar rowing catamaran for the mobility impaired. The fee for each session is \$25. Age limit is 12, and proof of swimming ability is required. More information from Community Rowing, Inc., P.O. Box 2604, Cambridge, MA 02238.



HULL'S YOUTH ROWING PROGRAM

Hull's Lifesaving Museum is heavily involved in the Atlantic Challenge program using the two French gigs built at Rockport, Maine's Apprenticeshop. Following the New York celebration appearance of the gigs, they will return to Hull where they will then be used for encouraging youth in rowing and seamanship. George O'Day, one of the major sponsors of the Atlantic Challenge, says, "If you get a kid involved in boating, you end up with a good kid."

Youth teams are expected to participate in the Hull program this summer from Cambridge Rindge & Latin H.S.; Somerville Trade; Higham H.S.; Hull H.S. and Triton Regional H.S. These schools are building (or have completed by now) their own 8-oared plywood bateaus for inter-scholastic rowing, and moving up into one of the 38' gigs is a goal for all.

In the fall, additional youth teams are expected from the Hayden School in Dorchester, Carroll School in Lincoln, and Arlington H.S.

More details on the Hull programs are available from the Hull Lifesaving Museum, Box 221, Hull, MA 02045.



The Canoe Farm

CANOE FARM CLINICS

The Canoe Farm of Kingston, NH, has scheduled several clinics and local trips for would-be paddlers during the summer on nearby Great Bay.

Sea Kayak Clinics will be held on Wednesday and Thursday evenings weekly from 6-8 p.m. Wednesdays are beginner clinics to learn basic paddling skills and equipment at a \$10 fee. Thursdays are for intermediate level paddlers to learn rescue and rolling techniques at a \$5 fee. Kayaks may be rented at \$5 per evening.

Canoe Clinics will be held on Tuesday evenings weekly from 6-8 p.m.. Basic paddling skills, safety and equipment will be covered at a \$5 fee.

Great Bay Kayak Trips are scheduled for July 27, August 3 & 17 and on one date in September yet to be determined. \$35 per person includes all necessary equipment for an afternoon trip exploring the Great Bay area and the nearby Lamprey River. Instruction will be included on paddling, safety, navigation and wildlife.

For all the details, call Brenda at (603)642-8064 or write to The Canoe Farm, Rt. 125, Kingston, NH 03848.



NORWALK ROWING CLUB FORMED

Seventy-five area oarspersons met in Norwalk, CT on June 8th to form the Norwalk River Rowing Club. The goal is to develop recreational and competitive rowing in the Norwalk area and to acquire a permanent boathouse for club use. Initially the club has scheduled rowing every Saturday and Sunday morning at 8 a.m. and every Sunday afternoon at 1 p.m. at the launching ramp in Veterans' Park. This will be the regular meeting location until a permanent boathouse has been secured. Interested readers can contact Norman and Susan Weinberger at (203) 846-9167 or Ralph and Jean Sloan at (203) 846-8251 for further information.

OUTDOOR SPORTS CENTER

SEA KAYAKING ADVENTURES

The Outdoor Sports Center of Wilton, CT, has scheduled several sea kayaking adventures for summer and fall. Participants are required only to be in good health, willing participants, respectful of the sea and the land and life alongshore. The outings coming up are as follows:

JULY 19-20: Norwalk Islands weekend off Norwalk, CT with overnight camping. Fee is \$100.

AUGUST 2: New York Harbor day trip, about 10 miles, 6 person limit. Fee is \$45.

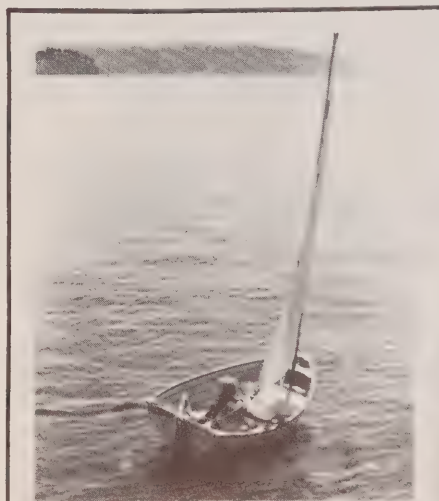
AUGUST 16-17: Brigantine Wildlife Refuge weekend, protected waters paddling on the Jersey shore with overnight camping. Fee is \$100.

JULY 27, AUGUST 10, SEPTEMBER 14: Introduction to kayak surfing. Fee is \$45.

SEPTEMBER 13 & 21: Thimble Islands day trip on Long Island Sound. Fee is \$45.

OCTOBER 10-13: Columbus Day three-day weekend at location to be determined. Contact Outdoor Sports Center at summer's end for specifics.

The fees cover instruction, meals, shuttle transport. Kayaks for the trips can be rented for \$15 per day. For further information contact Outdoor Sports Center, 80 Danbury Rd., Wilton, CT 06897, (203) 762-8324.



SUMMER 1986



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Peabody, MA 01960-3828
617-538-7748



RC MODEL YACHT RACING CALENDAR

Radio control model yacht racing carries on into summer in full swing with the following events scheduled:

EVERY TUESDAY NIGHT: Any boat, Needham, MA, Jack Sullivan, (617) 668-7163.

JULY 26: Melnick Memorial, M Class, Huntington, NY, Jack Patton, (516) 421-1135.

AUGUST 2: Commodores Inv. 36/600 Class, Huntington, NY, Jack Patton, (516) 421-1135.

AUGUST 3: Tony Lombardi Mem. Any Boat, Providence, RI, George Greenhalgh, (401) 245-7493.

AUGUST 9: Arges Mem. M Class, Central Park, NY, Madeline Tucker, (212) 874-0656.

AUGUST 10: Star 45 Accr. Springfield, MA, George Brown, (413) 788-4664.

AUGUST 10: Dog Day Regatta, Any Boat, Stratford, CT, Robert Mersereau, (203) 226-9370.

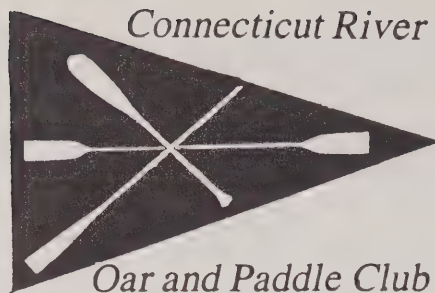
AUGUST 10: Midsummer M, Mystic, CT, Bob Weall, (203) 599-1644.

AUGUST 23: Scale Regatta, Any Boat, Central Park, NY, Madeline Tucker, (212) 874-0656.

AUGUST 30: Max Baum Mem. M Class, Port Washington, NY, Ed Helme, Jr., (516) 883-8453.

THE RACE OF TRUTH

October 13th is the date for this open water race for kayaks, canoes and pulling boats. This early announcement is to alert interested advocates of these forms of boating about this truly "open" event. The objective is to test the performance of four common types of muscle powered watercraft over a significant distance, 8 to 10 miles, that will include some exposure to open sea conditions. The four catered to classifications will be kayaks, canoes, fixed seat rowing craft and sliding seat rowing craft in single or double configurations. There'll be no dimensional restrictions and open hulled craft can be fitted with temporary decking if desired. This will all happen in South Bristol, ME, with the start and finish at Christmas Cove and the course a loop around Rutherford Island. Contact Jim Chute at RFD 3, Box 20B, Freeport, ME 04032 for further details.



CROPC CALENDAR

The Connecticut River Oar & Paddle Club is well into its 1986 schedule of events and here's what's on for the next couple of months:

JULY 18-20: Another over-nighter (two if you like) to Selden Island, departing the boatyard at 4 p.m. on Friday, Haddam Meadows ramp at 10 a.m. on Saturday. About 12-13 miles depending on starting point chosen.

AUGUST 9: Beach party at the Persson yard in Old Saybrook with short dory and shell rides and boat tryouts.

AUGUST 13: Evening cruise leaving boatyard at 7 p.m. to explore Archer Creek, 2.4 miles.

AUGUST 16: Age Day, an evening outing for local senior citizens using the club dory and member boats at the boatyard.

AUGUST 20: Evening cruise leaving the boatyard at 7 p.m. around Goose Island, 3.9 miles.

AUGUST 23-24: Overnighter to Selden's Island leaving boatyard at 11 a.m. (12 mile round trip) or Haddam Meadows at 12 N (13.2 miles finishing at the boatyard).

For information on joining this club or attending its activities, contact CROPC, 18 Riverside Ave., Old Saybrook, CT 06457, (203) 388-2343.

FOOLS RULES REGATTA

This is one of those "budget" boat contests in which one builds a boat at 9 a.m. from inexpensive materials and then races it at 11 a.m. It takes place on August 23rd at East Ferry Beach in Jamestown, RI. Contact Chris Powell at (401) 423-1492 (home) or (401) 789-0281 (work).

SEASIDE FESTIVAL ROWING RACE

A featured event in the all-day Seaside Festival at Fort Foster Park in Kittery Point, ME, on August 9th, will be a 2.6 mile rowing race for wherries, dories, peapods and other traditional rowing craft NOT designed for racing. No sliding seat/rig boats, racing shells, canoes, kayaks. Further information or an entry form can be obtained from Geoffrey Marshall, 9 Garrison Dr., Eliot, ME 03903, (207) 439-0611.

THE 2ND ANNUAL BOSTON TUG MUSTER & PARADE

Saturday
August 9th, 1986
12 noon
Pier 4, Charlestown
Boston - 2 piers to
seaward side of
USS Constitution



TUGBOAT MUSTER & PARADE

Saturday, August 9th at noon the Boston Harbor tugs (and visitors from elsewhere who are in town) will gather at Pier 4 in the old Charlestown Navy Yard on Boston Harbor for the 2nd Annual Muster & Parade. The parade down the Harbor to Castle Island and back opens the events at noon and then various contests involving "tugging & pushing" will take place off the Pier. The tugs will also be moored alongside for close-up inspection. This is a really good opportunity to see working boats close up. More information from The Boston Educational Marine, (617) 523-7611 days.



MYSTIC SEAPORT MUSEUM

MYSTIC ANTIQUE & CLASSIC RENDEZVOUS

Mystic Seaport Museum will host the 11th Annual Rendezvous of privately owned classic wooden power and sail boats on Saturday, July 26th. The public may view the assembled classics at the Seaport at regular gate admission in the morning, with dress ship inspection at noon. A downriver parade led by the steamboat SABINO will take place in the afternoon. More information at (203) 572-0711.

CLIPPER SHIP EXHIBIT

Mystic Seaport Museum has a clipper ship exhibit now open, running until October 13th, exploring the phenomenon of these fast, but doomed sailing vessels. Paintings, photographs, models, sailing advertisements, nautical instruments, will trace the career of these ships that, still today, catch the public's imagination. The exhibit is in the Schaeffer Building and is open during regular Museum hours, 9 a.m. to 5 p.m. daily.



WoodenBoat

WOODEN BOAT SCHOOL

Summer sessions of the Wooden Boat School in Brooklin, ME, are well along now, but there may still be opportunity for participation in some of the courses offered for last minute applicants, so here's a summary listing of what is scheduled.

JULY 20-26: The Arts of Boatbuilding with Will Ansel.

JULY 20-26: The Craft of Sail with Candice Martin.

JULY 27-AUGUST 2: Beginning Boatbuilding with Harry Bryan.

JULY 27-AUGUST 2: The Nutshell Pram for Teachers with Eric Dow.

JULY 27-AUGUST 2: The Craft of Sail with Alan Sternman

AUGUST 3-9: Advanced Piloting & Navigation with Carl Chase.

AUGUST 3-9: Small Craft Seamanship with Alan Sternman.

AUGUST 3-16: Building the Bangor Packet with Steve White.

AUGUST 3-16: Building a Traditional Friendship Sloop with Gordon Swift.

AUGUST 10-16: The Art of Oar, Paddle & Spar Making with Lou McIntosh.

AUGUST 10-16: Small Craft Seamanship with Roger Taylor.

AUGUST 17-23: The Art of Rigging with Brion Toss.

AUGUST 17-30: Repair & Restoration of Classic Runabouts with Don Benjamin.

AUGUST 17-30: The Lines & Shapes of Boats with Dave Dillion.

AUGUST 17-30: Beginning Boatbuilding with Eric Dow.

AUGUST 24-30: The Art of Sailmaking with Robin Lincoln.

Wooden Boat School, P.O. Box 78, Brooklin, ME 04616.

APPRECIATION OF YACHT DESIGN

The Wooden Boat School will feature, during the week of August 31st to September 5th, a course on the History & Appreciation of Yacht Design taught by Roger Taylor, president of International Marine Publishing, author of a series of books entitled GOOD BOATS and ELEMENTS OF SEAMANSHIP. Roger will supplement his lectures with slides, visits to several representative yachts for first-hand study of designs, and access to the WOODEN BOAT library. Contact Ben Ellison, Wooden Boat School, Box 78, Brooklin, ME 04616 to see if openings in this special course are still available.

The Fifth Annual 1986 Atlantic Coast Sea Kayaking Symposium

SEA KAYAK SYMPOSIUM

L.L. Bean and ANorAK will co-host the 5th Annual Atlantic Coast Sea Kayak Symposium at Castine, ME, on August 8-10. Format will remain as in the past with a number of workshops on all aspects of sea kayaking, in separate novice and experienced programs, conducted by outstanding experts in the sport. At the beach will be most available sea kayaks for tryouts by prospective purchasers. Paddling skill sessions from basic on up, rescue techniques, solo and group, will be in-the-water programs. For a brochure and registration form write to the Atlantic Coast Sea Kayaking Symposium, L.L. Bean, Inc., Freeport, ME 04033. Registration fee for the entire weekend is \$40.

Schedule of Events*

*Note: Preliminary - A shifting of times, topics, speakers may occur. A Final Edition Schedule will be available when you check in at the Symposium.

Friday, August 8

2:00 p.m. Exhibitors set up in Fieldhouse
4:00 p.m. Registration begins in Fieldhouse
5:00 to 7:00 p.m. Optional Dinner
8:15 p.m. Welcome to ACSKS 86
8:30 p.m. "Alaska Sea Kayaking" Slide Show w/Audrey Sutherland

Saturday, August 9

6:30 to 8:30 a.m. Breakfast
7:30 a.m. Late Registration at Leavitt Hall

ARMCHAIR VIDEOS

The Armchair Sailor of Newport, RI, a major nautical bookstore, now offers a broad selection of videotapes on nautical subjects, ranging from building boats to yachting history, and including famed Hollywood films such as "Captains Courageous", "The Caine Mutiny", and National Geographic specials, childrens' educational tapes, Cousteau films, and so on. Videos can be purchased or rented by mail order. For a free catalog, write to Armchair Sailor International, 126 Thames St., Newport, RI 02840, or call (401) 849-9360.

WOODEN BOAT SHOW

August 21-14 are the dates for the 1986 Wooden Boat Show at the Newport Yachting Center in Newport, RI, the annual gathering together of wooden boat builders, owners and lovers from all over the northeast. More details in our August 1st issue.

8:00 to 8:30 a.m. Coffee and Muffins
8:30 a.m. Opening Remarks/Announcements
9:00 to 10:00 a.m. TI—Sea Kayaking Overview - What's involved? - SKS staff
TI—The Mechanics of Wind, Waves, and Beaches - Ken Fink
10:15 to 11:15 a.m. TI—How to Test Paddle/Select a Kayak - John Dowd
TI—Cold Water Immersion-Hypothermia - Murray Hamlet
11:30 to 12:30 p.m. TI—Basic Navigation - Lee Moyer
TI—Difficult Situations & Decision Making - Frank Goodman
11:30 to 1:00 p.m. Lunch
1:30 to 2:30 p.m. TI—Techniques and Gear for Island Camping - Norm Ingalls
TI—Flares, Signaling Devices, Radios - Paul Farrington
1:30 to 2:30 p.m. TI/TII—Self Rescue Demonstration - SKS Staff (at beach)
2:45 to 3:45 p.m. TI/TII—Group Rescue Demonstration - SKS Staff (at beach)
4:00 to 5:00 p.m. TI/TII—Destination: Hawaii! - Audrey Sutherland
5:30 to 6:30 p.m. Downeast Bake at Ft. Madison
7:45 p.m. "A Fresh Water Odyssey: The Amazon" 3,000 miles by Sea Kayak w/Piotr Chmielinski

Sunday, August 10

6:30 to 8:30 a.m. Breakfast
7:15 a.m. Flares Demo at beach
7:30 a.m. Late Registration/Information at Leavitt Hall
8:00 to 8:30 a.m. Coffee and Donuts
8:45 a.m. Announcements
9:00 to 10:00 a.m. TI—Basic Seamanship - Lee Moyer
TI—Labrador: The Next Step - Ken Fink
10:15 to 11:15 a.m. TI—The Maine Coast: Where to Go - Michael Perry
TI—Advanced Boat Design - Frank Goodman
11:30 to 12:30 p.m. TI/TII—Tropical Touring Planner - John Dowd
TI—Teaching the Beginner - SKS Staff
11:30 to 1:00 p.m. Lunch
1:30 to 2:30 p.m. TI—Basic Boat Repair - Brian Henry
TI/TII—Customizing Your Boat - Chris Jensen
2:30 to 4:00 p.m. Free Time to Paddle
Informal Slide Shows on "Places to Go" - SKS Participants

TI = Track I novice

TII = Track II intermediate/experienced

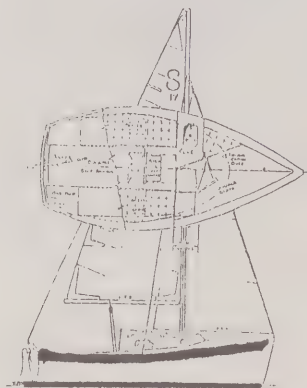


TOWNIE NATIONALS

The venerable Town Class racing fleets still surviving in eastern Massachusetts in their 50th year will compete on August 2nd and 3rd in Nahant, MA, for their national championship for 1986. In 1985, a turnout of 23 boats surprised and pleased the organizers and even more are anticipated this year. You can learn more from the NTCA, 17A Maple Ave., Nahant, MA 01908.

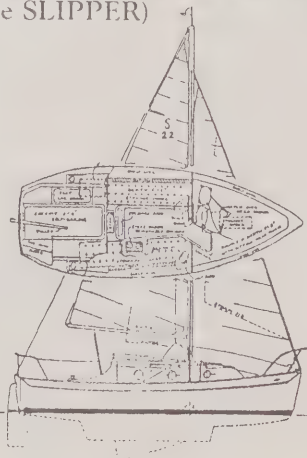
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SEAWARD 17

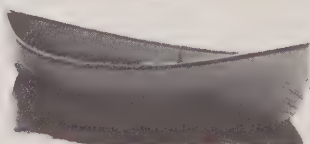
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SOUTHEASTERN MASS CANOEING

The Southeastern Mass. Chapter of the AMC has the following canoe outings scheduled this summer open to any interested canoeists:

JULY 19: Tidal flatwater on the North River in Marshfield. Contact Judy O'Bryant at (617) 587-3370 or Anita Franks at (617) 545-7157.

AUGUST 1-3: Weekend campout/canoeing tidal waters on Nantucket. Limited canoe transport to island so sign up early, \$20 deposit required. Contact Robin Condon at (617) 636-3290 or Louise Derocers at (617) 672-9009.

AUGUST 9-10: Weekend campout/canoeing/concert on flatwater on Housatonic River in Lenox, MA, with concert at Tanglewood. Contact Paula Phillips at (617) 826-8080.

AUGUST 16: Tidal flatwater on the Centerville River in Centerville through interesting marshes. Contact Kate Balcke at (617) 775-8718 or Kathy Maloney at (617) 771-7410.

AUGUST 22-24: Weekend camping/canoeing at Knubble Bay, ME, AMC camp, tidal flatwater. Limited to experienced paddlers. Contact Tony Arnold at (617) 888-7532 or Barbara Hughes at (617) 362-3954.



SUMMER RACING

After a July without scheduled canoe races, the CCRA schedule resumes in August with three flatwater events.

AUGUST 13: Sunset Canoe Race, a 5.5 mile race on Bolton Lake, Bolton, CT. Contact Ted Kenyon at (203) 872-0219 or Jeff Heidman at (203) 742-6388.

AUGUST 17: Bluefish Festival State Flatwater Championship, a 10 mile tidal river and open bay race on the Hammonasset River and Clinton Harbor in Clinton, CT. Contact Earle Roberts at (203) 346-0068.

AUGUST 23: Summer Sizzler, an 11 mile (6 for novices) tidal river race on the Seekonk River from the East Providence Yacht Club in East Providence, RI. Contact Scott Olsen at (401) 434-4871.

WAR CANOES ANYONE?

The Connecticut Canoe Racing Association is looking for paddlers interested in the feel of a big boat, joining the crew on their war canoe, CCRAKATOA for summer and fall events. Contact Jim Dickenson at (203) 526-3592 if this catches your interest.



A new club policy of being kind to trip leaders is being instituted due to complaints from trip leaders. Having volunteered to lead trips, these folks gave up other opportunities to be available on the trip date and location only to have nobody show up. A waste. Henceforth, meeting times for flatwater trips will be available only by phone call to the trip leader, who can then find out if anyone plans to come. Schedule into summer is as follows:

JULY 19: Canoe surfing at Narrow River inlet, 1 mile round trip. Call B. Chabot at (617) 995-1360.

JULY 26: Burlingame Campout, Alton, 2 mile round trip. Call B. August at (401) 725-3344.

AUGUST 2: Narrow River, 6.5 miles, in at Gilbert Stuart, out at Sprague Bridge. Leader Open.

AUGUST 16: Hog Island Quahogging, 1 mile round trip from Mt. Hope Bridge. Call G. Bradbury at (401) 739-8690.

AUGUST 23: Hope Island, round trip from Allen's Harbor. Call D. Greene at (401) 421-4248.



ACA SAILING CANOE RACES

New England canoe sailors have several events on for summer as follows:

JULY 19: New England Class C Championship, Merrymeeting Lake, NH. Call Jim Bowman at (603) 772-2306.

JULY 20: Sailing Cruise, Sebago Canoe Club, Brooklyn, NY. Call Duncan Mooney at (718) 727-2896.

AUGUST 23-24: 10m National Championship, Barrington Yacht Club, Barrington, RI. Call Kim Clark at (401) 247-0947.

AUGUST 24: Togetherness Race (2 in a canoe), Sebago Canoe Club, Brooklyn, NY. Call Duncan Mooney at (718) 727-2896.

AUGUST 30-31, SEPTEMBER 1: Cruising Class National Championship, Lake Sebago, Sloatsburg, NY. Call Joe Ryan at (201) 444-6478.

SEBAGO CANOE CLUB

SEBAGO CANOE CLUB

Interested canoeists and kayakers within reach of Brooklyn, NY, will find the Sebago Canoe Club a worthwhile organization to look into. The Club schedules many activities throughout the paddling season in racing, sailing, cruising and daily paddling. They own waterfront property with ready water access in Brooklyn, boat storage facilities, club boats for member use, and offer instruction as well as organized events at the Brooklyn site and on Sebago Lake in Sloatsburg, NY, where they have a cabin and camping facilities. If all this sounds of interest, contact Membership Chairman Hank Niman at (718) 375-2618 or write to the Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11236. Upcoming activities are as follows:

MCKC CANOE OUTINGS

The Metropolitan Canoe & Kayak Club of New York City will run outings during the summer months for members and friends. If these interest you, contact the club about joining by calling Membership Chairman Andrew Laiosa at (212) 798-5442 eves. The following outings are presently scheduled:

JULY 19-20: Leader's choice of Pine Barrens Rivers. Call Leon Recht at (212) 734-6786.

JULY 26-27: Class I-II white-water on Delaware River with rental canoes and camping available. Bring family. Call Kirk Van Tassel at least a week in advance at (212) 749-6784 eves.

FAR NORTH CANOE EXPEDITION

Paul and Wanda Murphy, and Bob Milburn, are planning a canoe trip during the last two weeks of August in northern Canada and are looking for three experienced canoeists interested in joining them to make up a three-canoe flotilla. The planned trip will be down the Abitibi and Moose rivers from Cochrane, Ontario, to Moosonee, Ontario, on James Bay. This is mostly flatwater with one set of rapids which can be lined through. The return trip will be by train. Camping out enroute is planned five nights at provincial riverside campgrounds. Canoes can be rented at Cochrane. Interested readers should contact Paul and Wanda Murphy at (617) 822-6486 or Bob Milburn at (617) 294-0875.

JULY 19-20: Mullica River weekend in Jersey Pine Barrens, good for beginners, includes camping. Contact Steve Keller at (718) 788-3416.

JULY 20: Divisional Class C and ACA sailing championships.

JULY 25-26: Canoe course.

JULY 31: Trash trip, fill your boat with garbage and paddle to the dump!

AUGUST 2-9: Annual Sugar Island ACA encampment on the St. Lawrence River.

AUGUST 9-10: Possible trip to Fire Island National Park if necessary reservation can be obtained. Contact Francine Michel at (212) 796-3226.

AUGUST 16-17: Norwalk Islands in Connecticut. Contact Mr. & Mrs. Celifarco at (203) 838-5907.

AUGUST 23: MCKC visit to Sebago Clubhouse, bay cruise and tea. Contact Steve Keller at (718) 788-3416.

AUGUST 24: Togetherness Race, two in a sailing canoe.

AUGUST 24: General Meeting at 4 p.m. at clubhouse.

AUGUST 30: Passaic River, NJ. Contact Bob Pace at (718) 338-9173.

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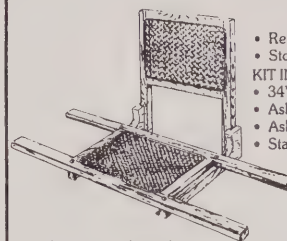
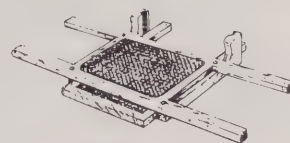
IRWA 4TH ANNUAL CANOE EVENT

The Ipswich River Watershed Association will hold its 4th annual paddle from the Green St. Bridge in Ipswich, MA, to Long Wharf on Atlantic Ave. in Gloucester on Saturday, August 16th. This is about a 3-3.5 hour paddle downstream and along the coast of Ipswich Bay to Gloucester. Vest type life preservers MUST be worn. Awards and a picnic follow.. Pre-registration at \$5 per person is required, maps and rules will be sent to registrants. Call (617) 887-9685 or (617) 887-8671 for information and registration forms.

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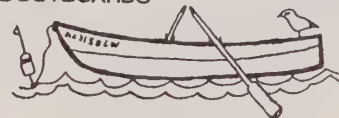
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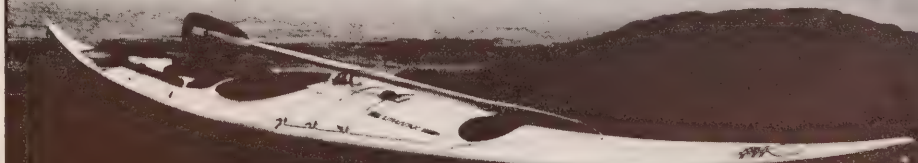


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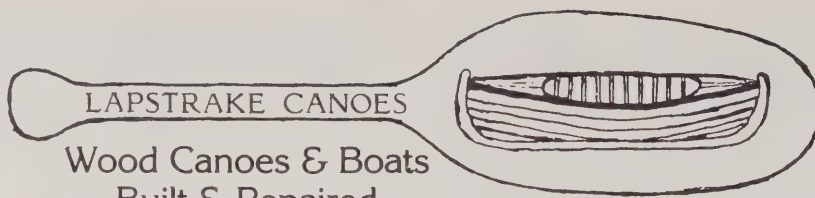
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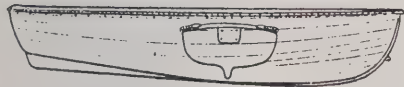
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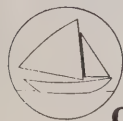


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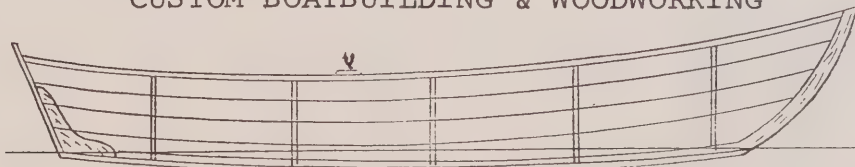
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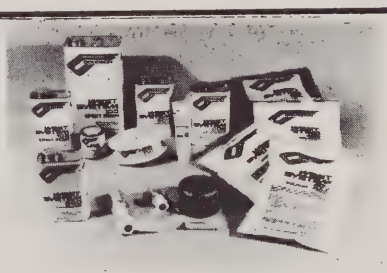


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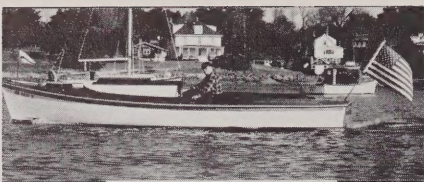
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Latest...SHEEPSCOT SHELL-17 Pulling Boat



24' ANTIQUE LAUNCH in perfect condition, presently in commission in Kittery, ME. Strong circumstantial evidence indicates she was built about 1912 in Eliot, ME. She was stored and forgotten in a boat shed over 50 years ago and when found in 1979 was in remarkably good condition. She has been completely restored by her owner and Dion's Boat Yard. The task included refastening and caulking the bottom, stripping paint and varnish and miscellaneous repairs and improvements. The original engine was a two-cylinder jump-spark made by the Ferro Marine Co. It had to be replaced because the water jacket was cracked beyond repair. The "new" engine is a rebuilt (1983) Atomic 4 gas inboard, water-cooled, set on a new bed. There is a 12 volt battery. Engine gauges include amps, oil, temp and battery charge. Brass floor shift, throttle quadrant and two copper fuel tanks are fitted. Equipment includes legally required items plus additional items such as Cybernet VHF with VHF antenna on a swivel so that it may be hidden. GINGER, ex FLOBOT, can be seen in Kittery, ME. \$39,500, or serious offers considered.

FREDERICK JOHNSON, Box 83, Andover, MA 01810, (617) 475-0604. (6)

SWAP. 16' Sawyer FY special canoe for 10'-12' catboat.

HERB KRUGMAN, Stamford, CT, (203) 327-5226. (6)

16' L.F. HERRESHOFF KAYAK, lapstrake cedar, oak, copper. Newly built. \$2500 complete. T.C. ARDITO, Guilford, CT, (203) 453-0442. (6)

17' SIREN SLOOP, 1974. Ready to sail as is but could use some cosmetics and elbow grease. With galvanized trailer. \$2,000 or best offer.

ROGER PERKINS, N. Carver, MA (617) 866-3166. (5)

WANTED: 15'-18' WOODEN DAYSAILER: Townie, Old Town, Comet, Knockabout or the likes. Will pay up to \$2,500 for boat in good condition.

KIP TRIENENS, Westport, NY (518) 962-4801. (5)

16.5' HUNTSMAN KAYAK, New, never in the water, slightly damaged. Modified Greenland type, fiberglass hull, 22" beam, VCP hatches, chart, deck and tow lines. Orange hull and deck. \$500.

BOB PORTER, Ipswich, MA (617) 356-7794. (5)

Classified Marketplace



16'4" KEEL CATBOAT, wooden. Cabin holds stove, sink, two bunks. New sail cover and boat cover. Included is '85 2hp Suzuki. She's in good condition and with good sail, nice pocket cruiser. \$5,500.

GEORGE MILLIKEN, Carver, MA, (617) 866-4749. (6)

MORE BOATS THAN WE CAN USE. Seeking caring homes for the following: 16' COMET SLOOP, #24, built in 1934. A museum piece. Hull in excellent condition, fiberglassed exterior. Mast needs repair, sails in fair condition. \$800. HAMPTON 18, built in 1940. Recently rebuilt, needs deck canvassed (canvas included). \$1,200. 20' OLD TOWN GUIDE BOAT, 1940. Includes cane seats, back rests. Good condition. An old classic. \$1,000. 20.5' RHODES ARROWHEAD, 1940. A classic day sailer with fin keel. Draws 4'. Needs caulking but otherwise sound. Dual axle trailer included. \$3,500. 20' LUGER weekender built in 1971. Sleeps three, head and galley included, ice chest and gas stove. 4.5hp Johnson outboard, trailer. interior needs some work. \$3,800. 27' KINGS CRUISER, 1958. Needs major restoration. \$1,250. 28' OXFORD BLUEBIRD, 1938. beam 7'8", draft 4'6". Sleeps four. Galley and head. Palmer marine engine. Sails in good condition. Built in Oxford, MD. Truly a classic Chesapeake thoroughbred. \$8,500.

PORT TOBACCO SEAPORT, P.O. Box 265, Port Tobacco, MD 20677. (301) 870-3399. (5)

GOOD BOOKS about small boats. Send for free list.

SEAMASTER INC., Box T, Duxbury, MA 02331

SAVE ON DEMONSTRATORS. Two nearly new DOVE 18' St. Lawrence Skiffs, beautiful light wood/epoxy. Fixed seat version, \$895. Sliding seat and sailing version, \$1895. Lying Connecticut.

TOM HENRY, Warren, PA, (814) 723-7389 Collect. (686)

16' GLOUCESTER LIGHT DORY. Classic Bolger design. Beautiful rowing boat. Built by owner in 1984 and still in excellent condition. Comes with 7' Shaw & Tenney spruce oars. Has just been repainted for this season. \$500 or best offer.

THE SHAWs, Manchester, MA. (617) 526-1057. (5)

SKIPPER 14 fiberglass daysailer, aluminum spars, 83.5 sq. ft. sail, 4'11" beam. With trailer, \$1,200.

DICK DUDEK, Portland, CT (203) 342-3373. (5)

TAKE YOUR CHOICE: I cannot sail two SNIPEs at one time, so one is for sale. SNIPE #14090, 15.5'x5' plywood hull covered with epoxy/fiberglass with a mahogany plywood deck, \$900. SNIPE #22591, all fiberglass with self-rescuing hull, \$1400. Both have aluminum daggerboards and spars, SS rigging and dacron sails. Both have won many trophies and regattas. Both are at minimum weight, 381 pounds.

ED YOUNIE, Dublin, NH (603) 563-8522. (5)

MONARK FIERO 16' runabout, 1986. Fiberglass, with 1986 Mariner 90hp, power trim, power tilt. AM/FM stereo cassette, Calkins roller trailer (galvanized). Lots of extras. Must sell! Only \$8,995.

WALT or RON, Walt's Boat & Tackle, Lowell, MA (617) 454-1746. (5)

24' STRIP PLANK SLOOP. Atomic 4, head, SS rigging, lifelines, pulpit, Danforth anchor & compass, CB radio. Completely equipped and ideal for economical cruising. Painted, ready to launch and sail away. \$5,500.

DONALD CLEVELAND, 10 Museum Rd., Beverly, MA 01915, (617) 922-7555. (5)

15.5' DRASCOMBE DABBER. Lovely English built yawl. Great daysailer, very forgiving. Seagull O/B. Shoreland trailer. Anchor, cushions. All new last summer. Winter stored indoors. Located in E. Dennis, MA. \$4,975.

D.C. PETO, E. Dennis, MA (617) 385-9092 eves. (5)

Looking for a Boat or Gear?

50HP EVINRUDE, 1973 electric with controls. 20" shaft. Fresh water only, TLC. Also 3hp and 6hp outboards. Make offers.
E. JOY, Topsfield, MA, (617) 887-5438. (686)

KLEPPER FOLBOT, two-person, good condition. \$500 or best offer.
WARD, Marblehead, MA (617) 631-4951 days, (617) 631-5997 eves. (5)

BLUE JAY, well kept, in good condition with two sets of sails. Hull completely reconditioned. Trailer included. \$600.
BRUCE AMARO, Peabody, MA (617) 532-5075. (5)

20' MODIFIED SHARPIE from Chappelle design. Gaff rigged with jib and two sizes of dacron mains. Large cockpit, excellent daysailer. \$1500.

RICHARD BLAKE, E. Falmouth, MA (617) 548-5586 after 5 p.m. (5)

ISERE SEA KAYAK, new, \$395 (list for \$625). PWS Sea Otter sea kayak, slightly used, \$825. Hydra Sea Runner \$595 (new).
BILL ZELLER, Stonybrook RD #2, Concord, NH 03301. (5)

18'9" GAFF CATBOAT, new centerboard, cuddy cabin, two foam bunks, excellent dacron sail. Out of water several seasons, needs restoration. \$750.
DON HOLTHAUS, Hingham, MA (617) 749-2924. (5)

COM PAC 16, Johnson outboard, Magic Tilt trailer, lots of extras. \$5,000. O'Day Day Sailer II, 6 Evinrude, EZ Load trailer, \$2,700. Other used sailboats 12' to 26'.
FERNALD'S, Rt. 1A, Newbury, MA. (617) 465-0312. (5)

MAHOGANY RUNABOUTS bought and sold, all lengths, ages and makers. Projects from \$600, useable boats from \$3500. \$100 and up paid for leads used to purchase. Yard open by appointment only.
BOYD MEFFERD, P.O. Box 9, Canton, CT 06019. (203) 693-4811. (5)

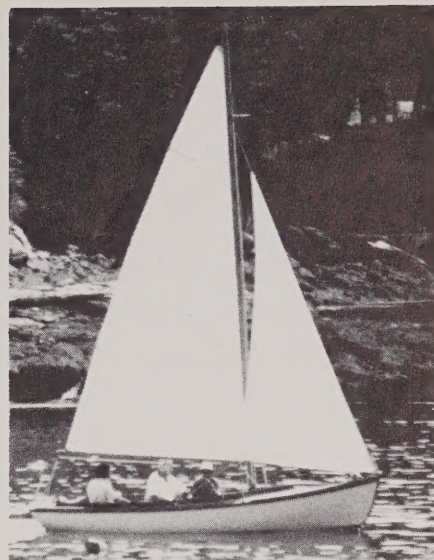
WANTED: Wooden canoe needing restoration, the older, the better. Also interested in wooden sailing dinghies (12' and under) needing restoration.
TOM DOANE, 9 Farley Ave., Ipswich, MA 01938, (617) 356-7689. (6)

16' GAFF RIGGED CATBOATS (2), A-1 condition, hard chine wood glassics. New 6' lightweight plywood pram.
HOLT VIBBER, Waterford, CT (203) 442-7376. (5)

BRITISH SEAGULL OUTBOARD, engine #5, 2hp, 55 lbs, in good shape. \$225.
MIKE STRATTON, Lincoln, MA (617) 259-0646. (5)

14' ADIRONDACK GUIDEBOAT. Modern fiberglass replica of the lovely real thing, a joy to handle and very light, just 44 lbs. to carry, with 750 lbs. carrying capacity. Good condition with 6' oars, 3 cane seats and more for \$600 complete. Ready to go. Tryout on our lake for serious prospects.
DICK MILLER, Natick, MA, (617) 653-6136, 9 a.m. to 9 p.m. (6)

16' KLEPPER SAGA sea kayak in new condition. Fiberglass with full length keel, extra flotation.
AL COHEN, New Rochelle, NY, (212) 884-5945. (6)



1930'S CLASSIC, Sparkman & Stevens designed FLEET-O-WING, built 1985 by Pert Lowell Co., Inc. of Newbury, MA. 17'9"x6'x2' keel daysailer. Carvel planked white pine on oak frames, mahogany stem, keel, transom, trim, canvassed marine ply deck, 380 lbs. external lead ballast, Sitka spruce spars, dacron sails, ss rigging. Delightful traditional design daysailer. New condition, shown at Wooden Boat Show and sailed only a few times in summer of '85.
RALPH JOHNSON, Pert Lowell Co., Inc. Newbury, MA, (617) 462-7409 weekdays, (617) 356-0164 eves.

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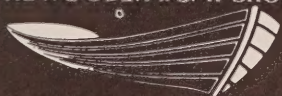
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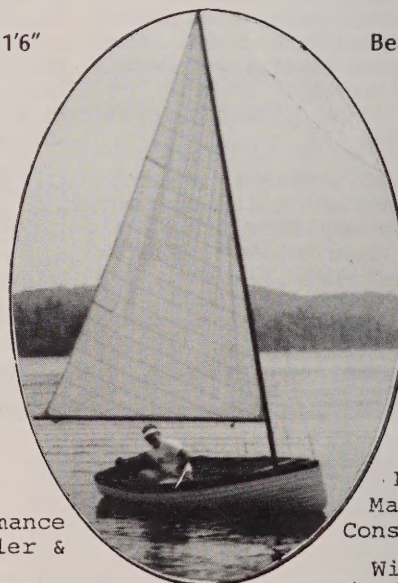
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